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THE CITY RECORD.

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BOROUGH OF THE BRONX.

In accordance with the provisions of section 1546, chapter 378, Laws of 1897, as amended by chapter 466, Laws of 1901, section 383, I transmit the following report of the transactions of this office for the week ending March 11, 1908, exclusive of Bureau of Buildings:

Permits Issued.

Sewer connections and repairs.....	11
Water connections and repairs.....	22
Laying gas mains and repairs.....	27
Placing building material on public highway.....	8
Crossing sidewalk with team.....	9
Miscellaneous permits.....	26

Total 103

Number of permits renewed..... 34

Money Received for Permits.

Sewer connections	\$144 40
Restoring and repaving streets.....	182 66

Total deposited with the City Chamberlain..... \$327 06

Laboring Force Employed During the Week Ending March 7, 1908.

Bureau of Highways—	
Foremen	48
Assistant Foremen	39
Team	1
Cart	1
Inspectors	14
Mechanics	27
Laborers	584
Drivers	22

Total 736

Bureau of Sewers—	
Foremen	7
Assistant Foremen	15
Carts	23
Inspector	1
Mechanics	4
Laborers	106
Drivers	8

Total 164

LOUIS F. HAFFEN,
President, Borough of The Bronx.

PROCEEDINGS OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

FRIDAY, MARCH 13, 1908,

TRIBUNE BUILDING, 154 NASSAU STREET,
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

Present—Chairman William R. Willcox, Commissioners William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis.

(1)

On motion, the record of the proceedings of the Commission for March 10, as printed in the CITY RECORD for March 13, was approved.

(2)

FOURTH AVENUE ROUTE.

Communications to the Corporation Counsel and to the Board of Estimate and Apportionment, Transmitting Forms of Contract.

The Secretary stated that the following communications had been sent to the Corporation Counsel and to the Board of Estimate and Apportionment:

March 12, 1908.

Hon. FRANCIS K. PENDLETON, Corporation Counsel, Hall of Records, New York City:

SIR—I hand you herewith six copies of six proposed contracts for the construction of a Rapid Transit Railroad in Fourth Avenue and other streets in the Borough of Brooklyn, and I am directed by this Commission to request your approval of the form of the said contracts, as required by the provisions of Section 13, Chapter 752 of the Laws of 1894. If you find the form correct, kindly sign the approval at the place indicated (immediately after the invitation to contractors), and return three copies of each contract so approved to me.

The contracts submitted are as follows:

Manhattan Bridge No. 1, for the construction of the section of such railway from the Manhattan Bridge approach and along the Flatbush Avenue Extension to Willoughby Street.

No. 9-C-1, for the construction of the section of such railway from Willoughby Street to Ashland Place.

No. 11-E-1 and 11-A-1, for the construction of the section of such railway from Ashland Place and Fulton Street to Fourth Avenue and Sackett Street.

No. 11-A-2, for the construction of the section of such railway from Fourth Avenue and Sackett Street to Fourth Avenue and Tenth Street.

No. 11-A-3, for the construction of the section of such railway from Fourth Avenue and Tenth Street to Fourth Avenue and Twenty-third Street.

No. 11-A-4, for the construction of the section of such railway from Fourth Avenue and Twenty-seventh Street to Fourth Avenue and Forty-third Street.

Respectfully yours,

(Signed) TRAVIS H. WHITNEY, Secretary.

To the Board of Estimate and Apportionment of The City of New York:

The Public Service Commission for the First District has prepared and now transmits six contracts for the construction of that part of the proposed Rapid Transit Railroad in Fourth Avenue and other streets in the Borough of Brooklyn, extending from the Manhattan Bridge approach to a point at or near 43d Street, under and in pursuance of the following resolution adopted by your Board on the 4th day of June, 1907:

“Resolved, That the Board of Estimate and Apportionment hereby rescinds so much of the said resolution of December 7, 1906, as relates to the said Fourth Avenue and Bensonhurst Routes and the said Tri-Borough Route, and instead thereof authorizes the Board of Rapid Transit Railroad Commissioners to let contracts for construction only, for the Manhattan Bridge Route, a part of Route 9-C in Brooklyn, a part of Route 11-E-1, in Brooklyn, and Routes 11-A, 11-B and 11-F (Bensonhurst Route), in the Borough of Brooklyn, the said routes together forming a line running from Chrystie Street, in the Borough of Manhattan, across the Manhattan Bridge and under Fourth Avenue and other streets in the Borough of Brooklyn, with termini at or near Fort Hamilton and at Coney Island, being four tracks to 40th Street, and two tracks each, on the Fort Hamilton and Coney Island Lines from that point.”

These contracts cover the following sections:

Manhattan Bridge No. 1, from the Manhattan Bridge approach along Flatbush Avenue Extension from Nassau Street to a point near Willoughby Street.

No. 9-C-1. From a point at or near Willoughby Street to Ashland Place.

11-E-1 and 11-A-1. From Ashland Place and Fulton Street to Fourth Avenue and Sackett Street.

11-A-2. From Fourth Avenue and Sackett Street to Fourth Avenue and 10th Street.

11-A-3. From Fourth Avenue and 10th Street to Fourth Avenue and 27th Street.

11-A-4. From Fourth Avenue and 27th Street to Fourth Avenue at or near 43rd Street.

In accordance with the wishes of your Board, as contained in the resolution referred to above, these contracts are for construction alone, and the question of the form of contracts under which the road shall be equipped, maintained and operated will be a subject for further consideration.

On taking office on July 1st, 1907, the Commission received from its predecessors, the former Rapid Transit Board, drawings and drafts of contracts for five of these sections, the Ashland Place section being then omitted. A careful study has been made of these contracts and plans upon which they are based, to determine whether they contemplated a structure of the size and capacity adequate to the needs of the people of the City. After thorough consideration it was determined that on all future subways the dimensions of the structure should be so increased as to allow the use of standard passenger coaches and to eliminate all deep grades, making a three per cent. grade the maximum. These changes which have necessitated the preparation of an entirely new set of plans will permit the City, when the road is completed, to allow the use of the subway in connection with suburban railroad lines, and for that reason, and also because of the absence of steep grades, furnish a more attractive proposition to a contractor from an operating standpoint. Upon the approval of these contracts by your Board, advertisement for bids will be made, and when received the contracts will be again submitted to your Board for its consent to the execution of such contracts and the appropriation of the necessary money.

The proposed contracts have also been submitted as required by law to the Corporation Counsel, for his approval as to form.

In witness whereof, the Commission has caused its seal to be hereto affixed and these presents to be witnessed by its Chairman and Secretary this 12th day of March, 1908.

PUBLIC SERVICE COMMISSION
FOR THE FIRST DISTRICT.

(Signed) By W. R. WILLCOX, Chairman.

(Signed) By TRAVIS H. WHITNEY, Secretary.

(3)

The Secretary presented a communication from F. K. Pendleton, Corporation Counsel, transmitting the following resolution, adopted by the Board of Aldermen on February 18, 1908, which was referred to Commissioner Eustis:

Whereas, The structural work of the elevated portion of the Broadway Rapid Transit Railroad, between Two Hundred and Thirtieth and Two Hundred and Forty-second streets, has been completed since early in the fall of 1907, and no attempt has been made to erect the stations at Two Hundred and Thirty-first street, Two Hundred and Thirty-eighth street and Two Hundred and Forty-second street; and

1265

Whereas, The people of Kingsbridge, Spuyten Duyvil and Riverdale are greatly inconvenienced by the dilatory tactics employed by the party or parties in whose charge the construction of these stations are entrusted; therefore be it

Resolved, That the Corporation Counsel be and he is hereby requested to take such steps as will insure the immediate erection and prompt completion of these stations.

(4) 1840
The Secretary presented the following communication from Bion J. Arnold, Consulting Engineer, transmitting a report upon the signal system of the Subway of the Interborough Rapid Transit Company:

LETTER OF TRANSMITTAL.
NEW YORK, January 18th, 1908.
Public Service Commission, for the First District, State of New York, Tribune Building, New York City:

GENTLEMEN—I have the honor to submit herewith my report upon the signal system of the Subway of the Interborough Rapid Transit Company.
The report describes and analyzes the signal system of the Subway and contains suggestions for improvements, which, if made, will not only give increased safety but at the same time increase the capacity.
It also discusses the question of signals upon the local tracks.
Respectfully submitted,
(Signed) BION J. ARNOLD, Consulting Engineer.

THE SUBWAY SIGNAL SYSTEM OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK CITY.

In studying the Subway, it soon became apparent that the three principal or more important and requisite elements entering into its operation are safety, comfort, and capacity, and that, while it may be necessary to sacrifice comfort somewhat for capacity, it is unwise to sacrifice safety for capacity. As comfort and capacity are secondary to safety, they will be discussed later in separate parts of my report and this section is devoted to an analysis of the signal system and its effect upon the capacity of the Subway.
If the changes suggested in this report are developed and properly operated both the safety and the present capacity of the Subway will be considerably increased.

DESCRIPTION OF SYSTEM.
The signal system installed in the tunnel tracks of the Subway system and on a part of the elevated structure is what is known as an Electro-Pneumatic System, the block signals being Automatic and the Interlocking, Semi-Automatic, that is, controlled by a lever in an interlocking machine and also by a track circuit. The local tracks between Brooklyn Bridge and 96th Street Station are but partly equipped with signals, these being placed principally at critical points where there are short curves. At certain points on the elevated structure where a supply of compressed air is not available, a number of signals have been installed, which are operated by solenoids using current from the third rail.
The number of signals, block sections and track circuits for various sections of the Subway tracks is given in the following table:
A—From Battery Park to 96th Street, Express.
AA—From Battery Park to 96th Street, Local.
B—Third track from 96th Street North.
C—Two tracks to end of line.
D—96th Street to Lenox Avenue.
E—Lenox Avenue to West Farms.

	A	AA	B	C	D	E	Total.
Number of signals (Home).....	115	63	59	83	36	65	421
Number of signals (Dwarf on main tracks).....	18	10	8	6	8	6	56
Number of signals (Dwarf on sidings and yards)....	1	5	..	11	38	13	68

	A	AA	B	C	D	E	Total.
Number of Home Signals, including all Dwarfs.....	134	78	67	100	82	84	545
Number of Signals (distant).....	87	23	37	42	19	8	216
Number of Signals.....	100	56	47	59	29	32	323
Number of Signals.....	121	67	41	66	34	36	365

In the electro-pneumatic system used, each signal and switch is operated by compressed air, the control of its operation being obtained by means of a valve worked by an electro magnet. The control of the automatic signal is obtained by means of an alternating current track circuit, one rail of which track circuit is used solely for the signal track circuit and the other rail for the return of the current from the car motors to the power house and also as a return for the alternating signal current. The signal rail is divided into sections, with a transformer connected to the rails at one end and a relay at the other end of the section. When the track is not occupied, the current from the transformer passes from the transformer to one rail of the track, to the relay, from relay to the other rail, and back to the transformer. Upon the relay being energized by current, the armature is lifted and contacts closed, completing the circuit to the signal, and causing the signal to operate and give a clear or proceed indication.

If the track is occupied, the wheels of the train form a low resistance connection between the two rails, shunting the relay and causing the armature to fall and open the contacts, breaking the signal circuit, and allowing the signal to change to indicate stop.

All the switches of the express tracks and also all the local tracks are interlocked and protected by signals. The levers controlling the movement of the switches and signals are so interlocked that they must be worked in a predetermined order, while it is made impossible to clear at the same time signals which govern train movements over conflicting routes.

INSTALLATION.
The block signals and interlocking plants were installed and completed ready for service with the commencement of train operation in October 1904. The apparatus was of the most improved design, and the installation the best possible at the time. While the science and art of signaling has advanced with rapid strides since this installation was made, there are but few suggestions in the way of available improvements that can be made at present, and these are given in this report.

CONDITION OF APPARATUS.
The apparatus was found to be in good working condition, and judging from its performances, I believe that the system is being maintained in the best manner possible.

MAINTENANCE.
The number of men employed in the Subway on maintenance of the signals and interlockings, their occupation, the places where they work, and the number of hours on duty, are as follows, the information having been furnished by the Interborough Company:

Occupation	Location	Hours
1—Supervisor	All over Subway.....	10
2—Inspectors	All over Subway.....	8

Occupation	Location	Hours
1—Sub-Foreman Sig. Rep.....	All over Subway.....	10
1—Signal Repairman.....	Bowling Green.....	10
3—Signal Repairman.....	Brooklyn Bridge.....	10
1—Repairman's Helper.....	Brooklyn Bridge.....	10
3—Assistant Repairman.....	Spring Street.....	10
2—Signal Repairman.....	14th Street.....	10
1—Signal Repairman.....	14th Street.....	10
3—Signal Repairman.....	42nd Street.....	10
3—Signal Repairman.....	72nd Street.....	10
3—Signal Repairman.....	96th Street.....	10
1—Signal Repairman.....	100th St. & Broadway.....	10
2—Signal Repairman.....	100th St. & Broadway.....	10
1—Signal Repairman.....	137th St. & Broadway.....	10
3—Signal Repairman.....	145th St. & Broadway.....	10
3—Signal Repairman.....	Dyckman Street.....	10
2—Signal Repairman.....	Kingsbridge	10
1—Repairman's Helper.....	Kingsbridge	10
2—Signal Repairman.....	110th St. & Lenox.....	10
1—Assistant Signal Repairman.....	110th St. & Lenox.....	10
3—Assistant Signal Repairman.....	148th St. & Lenox.....	10
1—Repairman's Helper.....	148th St. & Lenox.....	10
1—Repairman's Helper.....	Extra	10
1—Signal Repairman.....	72nd St. Shop.....	10
1—Storekeeper	All over Subway.....	10

RELIABILITY.
The system as maintained in the Subway is remarkable for the few failures that have occurred and the excellent performance that has been obtained.

According to the records kept by the Interborough Company during the two years extending from October 1, 1905, to October 1, 1907, there were 155,064,894 signal and stop operations with 497 failures, or 1 failure to 312,001 of block and interlocking signal and automatic stop movements. The causes of the 497 failures are as follows:

Causes of Failures.	Totals.
Alternating current relays.....	5
Broken wires	33
Broken track wires.....	12
Resistance grids	2
Careless repairmen	17
Circuit breakers on signals.....	20
Direct current relays.....	29
Fuses	46
Insulated joints	143
Loose wires	11
Low A. C.....	16
Low D. C.....	4
Low air pressure.....	8
Renewing rails	4
Transformers	3
Trains run by signals.....	3
11,000 volt mains burned.....	7
Third rail short circuits.....	13
Trackmen	25
Unknown	4
Short circuits on track.....	41
Lamps out	1
Signal valves	2
Resistance tubes	1
Water in signal case.....	1
Defective magnet	1
Stones	7
Shifting ties	7
Circuit controller springs.....	11
Frozen valves	2
Stop cylinders	3
Out of adjustment.....	6
Loose air pipes.....	1
Gate valves closed.....	5
Broken air pipes.....	3
	497

The failures occurring to the switch interlocking apparatus for the 36 interlockings in use during the two years from October 1, 1905, to October 1, 1907, are as follows:

Broken wires	15
Frozen valves	1
Indication springs	21
Loose wires	1
Obstructions in switch points.....	19
Out of adjustment.....	21
Switches run through.....	24
Switch frozen	1
Broken connections to switch.....	2
Short circuits	10
Locking catching.....	2
Careless repairmen	6
Unknown	1
Rails running	2
Careless towerman	1
Circuit shifter	1
Burned cable	1
Burr on rail.....	1
Binding on ties.....	1

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ANALYSIS OF DESIGN AND OPERATION.
In applying a signal system to the Subway, the primary object is to furnish a means whereby the motorman of a train can obtain a knowledge of the condition of the track immediately in front of him. The distance to which he can "see ahead" through this agency is made to depend upon the conditions governing the motorman's control of his train, the general object being to allow the motorman to see so far ahead that in case a dangerous condition is detected, he will have space enough between himself and this dangerous condition to bring his train under full control, or to a complete stop. It is apparent, therefore, that this necessary distance will increase with the speed of the motorman's train, and that it will increase for down grade con-

ditions, and may be diminished for up grade conditions; in short, it will vary as the factors which determine the distance, in which a train may be stopped, will vary.

In practice it has been found that in order to insure safety of operations of trains, it is not sufficient to simply provide this ability to "see ahead." Accidents occur which can only be explained upon the theory that the motorman failed to exercise this ability. In case the motorman fails to obey the signal, means that are independent of him must be provided to control the movement of the train. The system in use in the Subway accomplishes this by means of an automatic trip located at the side of the track, which, by opening a valve on the train pipe of the air brake system of the train causes the brake to be set. This automatic stopping device makes it necessary that the motorman shall act consistently with the indications of the signal system, and in case he fails to do so it not only suddenly stops the train at considerable inconvenience to the passengers, but also reflects upon his record as a competent man.

From the above it is clear that the automatic stopping device is intended to render the safety of the train independent of the motorman's intelligence or judgment. This is now true so long as the train is proceeding along portions of the track between stations. When, however, a stopping point or terminal is being approached *with the system as now installed*, the intelligence and judgment of the motorman become an essential factor in the safety of the train movement.

In order to facilitate the movement of trains, the practice in the Subway has been to treat all stations as terminals, insofar as the motorman's control of his train is concerned. It is, therefore, assumed that a proper reduction of speed preparatory to stopping at these stations will be made by the motorman. As a consequence, the distance to which the motorman can see ahead by means of the signal system is reduced in accordance with the conditions determined by the speed at which he *should* approach this stopping point. Since the automatic stopping devices are located with reference to and are controlled by the signal system, it follows that, if the motorman neglects to observe this reduction in speed, due to any cause whatsoever, it would not be possible for the automatic stopping device to prevent a collision with a train standing at the station. Although the original installation of the signal system was such that safety was obtained at all points, the congestion due to the long delays at the station platforms caused changes to be made in the station blocks on the express tracks. *These changes were based upon the assumption that a reduction in speed would be made when trains approached stations, and it therefore follows that safe automatic control of trains is not now always obtained.* In other words, the motorman's intelligence and judgment as well as his physical condition now enter as a factor in the safety of train movements, particularly when approaching stopping stations.

To maintain a uniform standard of safety over the entire system it is necessary to introduce some device that will insure this reduction in speed when approaching a stopping point.

In considering the application of the principles of design and operation of signal systems to conditions existing in the Subway, I find the following:

Since safety in operation requires that trains be kept a certain distance apart, and since in order to secure this and at the same time not to make the distance between trains any greater than necessary, the blocks with the distant signals located on the same post with the home signals have been made of a length equal to the braking distance plus 50%. This 50% may be considered as a margin or factor of safety to cover contingencies and unusual conditions of operation, which would tend to increase the distance ordinarily traveled by a train in coming to a stop. The effect of grades has been considered, as the distance in which a train may be stopped will vary according to the grade. Since it is necessary to reduce speed at curves and when approaching stations where stops have to be made, the actual length of block employed has been worked out for each location. With the idea of ascertaining the practical results obtained in this connection, many motormen were questioned. The inquiries did not disclose a single case where a train automatically stopped by the signal system had not been brought to a stop before the next signal had been reached—the trains running about two-thirds the length of the block—thus showing that the signal system gives the protection between stations that it was originally designed to provide.

The block system as installed has been so arranged that at all points, except at stations, trains will be separated a minimum distance of one block, and to secure this, use has been made of what is known as an overlap, or the overlapping by one signal of the section of track governed by the next signal in advance, so that there will at all times be two block signals in the rear of a train to protect it by indicating stop. Without the overlap a train might stop with the last car a few feet in advance of the signal at the entrance of a block, in which case should a following train run by the home signal, although the brakes would be applied on the train passing the signal, the speed would not be reduced sufficiently to prevent a collision. This would now be the case at stations should a train run past the home signal at full speed.

At stations on the express tracks where all trains make the station stop, trains are required to slow down in approaching these stations, and as the speed is reduced the train may be brought to a stop in a much shorter distance than if running at full speed, the overlap at these places has been made an average length of 350 feet, the exact length at each place varying slightly according to the grade and curvature. In each case this overlap is so arranged that a train standing at the platform will have cleared the overlap and allowed a following train to approach the home signal immediately in the rear.

The use of the overlap and the spacing of trains consequent thereon is necessary in order to use the stopping device which has been provided to automatically apply the brakes should a train run by a home signal that is indicating stop. This automatic stop is arranged to operate in connection with the home signal of the block in advance, the stop going to the position to stop a train when the rear wheels of a train pass out of the block, and is occupying the overlap section only. The principle, therefore, is to provide at all points sufficient distance between the rear end of one train and the head end of the next train, in which a train passing by the home signal when indicating stop, will be automatically stopped by the brakes without coming into collision with the train on the track ahead. The automatic application of the brakes is independent of the motorman, and when the brakes have been so applied the train must be brought to a stop before the trainmen can get at the valve on the car trucks to close it, and allow the train to proceed.

The following information obtained from observation of the movements of trains in the Subway is of value in considering the improvements which are recommended in this report.

The highest observed speed of a number of observations was 40 miles per hour. The usual speed of express trains at places favorable for fast running was 35 miles per hour.

The usual speed of heavily loaded northbound express trains leaving Brooklyn Bridge exclusive of slowing down at approach to stations was 32 miles per hour.

The minimum possible time interval between trains at the various blocks as now installed, based on the assumption that a following train will in each case pass the distant signal on the instant that such signal indicates proceed, and as determined upon express trains is as follows:

Northbound.

Brooklyn Bridge: 1' 14", 1' 7", 1' 0", 1' 0", 0' 58", 1' 9", 1' 5", 1' 7", 1' 5", 1' 11", 1' 18".

14th Street: 1' 15", 1' 9", 59", 1' 0", 59", 1' 3", 1' 1", 1' 3".

42nd St. Station: 1' 20", 1' 29", 1' 20", 1' 25", 1' 9", 1' 7", 1' 0", 1' 5", 1' 2", 1' 0", 54", 1' 0".

72nd St. Station: 1' 23", 1' 12", 1' 10", 1' 6", 1' 0", 1' 12".

Southbound.

96th St. Station: 1' 14", 1' 9", 1' 1", 1' 0", 50", 54".

72nd St. Station: 1' 24", 1' 9", 1' 8", 55", 57", 55", 58", 1' 4", 1' 21", 1' 22", 1' 22", 1' 4".

42nd St. Station: 1' 20", 1' 6", 1' 3", 1' 0", 57", 48", 54", 60".

14th St. Station: 1' 13", 1' 7", 1' 3", 1' 1", 1' 8", 1' 7", 1' 4", 1' 5", 1' 7", 1' 5".

Brooklyn Bridge:

This shows that if it were not for the station stops trains could be operated over the express tracks of the Subway under a headway or time interval between trains of 82 seconds and that a 90 second headway is practicable.

The following data, regarding movements of trains at express platforms of the Grand Central Station between the hours of 5 and 6 p. m., was obtained soon after I began to study conditions in the Subway:

	Northbound	Southbound
Trains per hour.....	27	29
Average time interval between arrival of trains.....	2' 12"	2' 1"
Average length of stop.....	58"	35"
Shortest stop.....	25"	25"
Longest stop.....	82"	62"
Average delay to trains that were stopped at signal 47 in rear of platform	33"
Average delay to total trains passing signal 47.....	26"
Average time required for train starting at signal 47 and head end reaching edge of platform, a distance of 390 ft.....	23½"
Average time required for train starting at signal 47 to run a distance of 763 ft. and make stop at station platform.....	44½"

At southbound express platform at Grand Central Station, the following delays occurred between 8 a. m. and 9 a. m. at signal 6Ra, which is immediately in rear of platform:

Trains per hour.....	29
Average interval between arrival of trains.....	2 min. 1 sec.
Number of trains stopped at signal in rear of platform.....	20
Average delay to trains stopped at signal (seconds).....	28½
Average delay to trains passing signals (seconds).....	21

These figures showing the average length of time required for the trains to pass through the Grand Central Station block, indicates that under present conditions it is hardly possible to maintain a two minute headway upon the express tracks during rush hours. A two minute headway corresponds to a rate of 30 trains per hour, whereas trains were passed through this station at the rate of only 27 trains per hour northbound at night, and at the rate of 29 trains per hour southbound in the morning during rush-hours.

Some improvement in the prompt movement of trains has been secured recently by introducing minor improvements and the use of trained platform men in police uniforms, but there are still times during the rush hours when the rate of train movement falls as low as 27 trains per hour, although this condition does not now continue for a full hour, as was formerly the case before efforts were made to control the loading of the passengers.

CUMULATIVE EFFECTS OF DELAYS.

Every effort should be made to limit the station waits as the movement of the trains is extremely sensitive to delay. In order to understand how even one prolonged station wait has a cumulative effect on the scheduled movement of the trains, we may take for an example an express train going north during the rush hours. This train may be held at Brooklyn Bridge until all the seats are taken, and part of the standing room is occupied. The train may be held again at the 14th Street platform until each car is practically crowded full. This train now reaches Grand Central Station, where many of the passengers wish to get off, either to leave the Subway, or to transfer to local trains. It is necessary for these leaving passengers to crowd through the passengers standing in the ends of the car and on the car platforms, and then almost fight their way out of the car through the crowd which is endeavoring to board the train.

This enforced delay at Grand Central Station causes the train to occupy the station block for more than its allotted time, and the caution signal at the rear of the station slows down the following train. The first train in leaving the station platform requires 23 seconds to run the length of the platform and give the proceed signal to the following train, which, on account of its speed having been reduced by the caution signal takes a greater length of time than normally to come to rest at the station platform. As the interval between trains has now been slightly increased, there are more passengers to board the second train than would be the case if the interval between trains had been maintained at two minutes. The delays caused by the two trains are now transmitted by means of the block signal system to the next following train, so that this third train must come to a full stop at the stop signal at the rear of the station. In order to enter the station after it finally gets the proceed signal, this third train must start up a grade and proceed around a curve, which adds considerably to the length of time required to clear the station block, and this additional delay is added to the delay of the first two trains, and transmitted by means of the signal system to the fourth train. In other words, the first delay at the station platform causes other cumulative delays, which are often more serious than the original delay, and the result is that the headway of all the trains is lengthened, and the car hour capacity of the Subway is quickly reduced. If these delays continue, the effect is soon felt back at 14th Street, and as the trains are held at the 14th Street platform by the blocked condition of the track between 14th street and Grand Central Station, an opportunity is afforded to greatly overload these delayed trains, and this again adds to the congestion.

IMPROVEMENTS IN SIGNAL SYSTEM.

There are a number of ways independent of the signal system of reducing the actual time taken by a train at the station platform as indicated by my preliminary report, which covered several suggestions for facilitating the loading and unloading of passengers. I am also preparing a report upon the proper design of a Subway car suitable for handling the maximum number of passengers in the minimum time. There are a number of changes, however, in the signal system itself which should be made as soon as practicable, which will add considerably to both the safety and the capacity of the Subway. These changes should accomplish the following results:

A. Trains should approach the stations under *automatic speed control* supplemental to the present signal system, and should be allowed to come nearer the station platforms than at present before being actually stopped, and this should all be done without encroaching on the factor of safety of 50% over and above the distance actually required in which to stop the train by means of the signal system between stations.

B. The entering train should be allowed to come into the station platform as soon as safely practicable after the leaving train has started, and thus reduce the headway or the time interval between trains to the *minimum* time that can be maintained with safety.

The plans for changing the signal system at the express stations which have been submitted to your Honorable Commission by the Subway officials contemplate either leaving the automatic stop which now protects the station platform where it is at present or moving it even nearer the station. Neither plan provides the full measure of safety necessary to protect a train standing at a station platform from a train approaching the station at full speed, as the signal is not placed far enough back to stop the approaching train in case the motorman fails to act. *Final changes in the present system should move the automatic stop farther away from the platform rather than closer to it.* This automatic stop was originally located by the designers of the signal system at a suitable distance to secure absolute safety, but as previously stated it was found that in this location the movement of trains and therefore the car capacity of the Subway was seriously handicapped on account of the greater length of time taken by the trains in passing through the station block. The automatic stop was therefore moved *closer* to the station by modifying the overlap, and the responsibility for safety transferred to the motorman. Considering the state of the art of signaling at the time the system was installed and also the fact that the trains have all been handled without accident at these points, it cannot be said that this changing of the signal system has proven to be a serious mistake. I believe, however, that it is practicable to develop an improvement which will supplement the present system by means of which the present headway can be maintained and probably bettered, and at the same time maintain absolute safety without being dependent on the motor-

man for it. To do this the improved system must possess the following features in order to comply with the fundamental principles previously stated in paragraphs A and B:

1. The system must provide the same degree of safety in station blocks by means of automatic stops as is now secured by the signal system on the tracks between stations.
2. When a train occupies a station platform and another train is approaching, the signals leading up to the station should indicate stop and the following train should be allowed to proceed with caution only when its speed has been reduced to a predetermined safe speed limit.
3. The speed control signal located farthest from the platform should be at such a distance that if it indicates stop and a train passes it at excessive speed, the train will be brought to a stop and still have the usual 50% clearance between it and the preceding train. This requirement will necessitate placing the signal in practically the same position as originally installed.
4. These special speed control signals should be located so that a train pulling up to a station will be allowed to follow the preceding train which is leaving the station as closely as may be done with the same measure of protection which is provided by the signal system at the points between stations.

The subject of the proper design of express stations will be discussed in another report but it is proper to state here that had the express stations been constructed either by being doubledecker or otherwise so that trains could have been alternated first on one side of the platforms and then on the other, the capacity of the Subway could have been increased at least 50% with the signal system as originally installed, but as this was not done it seems necessary under present conditions to refine the present signal system to the greatest extent practicable consistent with safety in order to secure capacity.

I believe that there will be no great difficulty in getting proposals and guarantees of successful operation covering such an auxiliary signal system as is here proposed, and I recommend that steps be at once taken to develop and install such a system.

As it will probably take some time to install the complete protection system herebefore recommended, I suggest a change in the present signal system which can be made at once, and which will provide a means of reducing the cumulative effects upon the schedule of an occasional prolonged station delay. This change should enable the two minute headway on the express tracks to be maintained during the entire rush hour period. The delay in the train movement does not become serious until a train has been brought to a stop at the entrance to the station block. The excessive time required to get this train under motion and the corresponding low average speed at which it approaches and travels the length of the platform are handicaps which are almost impossible to overcome by reducing the time required for unloading and loading, particularly with the present type of car.

Now if the signal to proceed can be given to this delayed train a few seconds from the time the train at the station platform begins to leave rather than to have this proceed signal given when the last car leaves the platform as at present, it is possible to reduce the delay of the following train at least 17 seconds. If, therefore, such a permissive signal could be given to the first train which encounters a delay amounting to a stop outside of an express station, the cumulative effects of an excessive station wait could at once be counteracted; all the following trains could come into the station on time and the usual congestion of trains between stations could be avoided.

Such a system should have the following characteristics:

1. Means should be provided whereby the stopped train gives a visual and audible signal, to a special platform station attendant, that the entering train has been delayed to the extent of a full stop. A suitable device which can be reached by the motorman without leaving his cab and which will operate an electric repeating visual and audible signal will answer this purpose. The signal should cease when the motorman gets the proceed signal from the platform attendant.
 2. A manually operated switch fitted with a removable handle should be put in a booth placed, preferably, at the leaving end of the station platform. The platform attendant should be able to release the emergency stop holding the entering train and give the proceed signal by means of this switch only after the oncoming train has come to a complete stop and the leaving train has begun to move. In case the leaving train should slow down or stop for any reason, the opening of another switch by the platform attendant will at once set the emergency stop in its original position under the incoming train and bring it quickly to a standstill.
 3. An auxiliary automatic track stop and signal should be installed at the rear of the platform to be released or cleared only when the leaving train has entirely cleared the platform in order to prevent the following train from getting to the platform until the leaving train has completely vacated the station.
- The installation of this manual system of permissive signals could be so installed as to become a part of the complete recommended automatic speed control arrangement; its operation would not detract from the safety of the present signal system, and its use would add at least two express trains per hour to the rush hour capacity of the Subway as at present operated.

SIGNAL SYSTEM CHANGES PROPOSED BY THE INTERBOROUGH COMPANY.

I have carefully examined the plan submitted by the Interborough Company, shown as Figures 1, 2 and 3 of the Appendix of this report and referred to in the following letter:

"INTERBOROUGH RAPID TRANSIT COMPANY,
13-21 PARK ROW,
NEW YORK, Nov. 8th, 1907.

Mr. GEORGE S. RICE, Chief Engineer, Public Service Commission, for the First District:

DEAR SIR—As you are aware, the business in the subway is increasing very rapidly, which makes it still more necessary to arrange the signals and automatic stops so as to get the greatest possible number of trains over the road and maintain a safe factor of safety in the train movement. We have made some very careful studies and herewith attach two of said studies, which are two of the controlling points, namely, Grand Central North bound on No. 3 track; 96th Street south bound on No. 1 track, approaching 96th Street junction.

The Grand Central track layout and station drawing is shown on No. D-285 and will effect a saving of 7 seconds per train north bound approaching and departing from this station. In my judgment the change of signals and the installation of the new one as shown on the print marked 47½ will still enable us to retain the same factor of safety as we have there at the present time.

The 96th Street, southbound, track No. 1: I herewith attach drawing No. D-277 showing a proposed new location for signal No. 10-R. You will note that the proposed signal is set north of the switch point approaching 96th Street about 200 feet and the southbound trains are allowed to approach this close to the cross-over. The overlap it is proposed to cut out. This you will note permits the southbound Broadway trains to approach about 400 feet closer to the fouling point than the overlapping signals now permit them to do and if this change is made it will save 20 seconds for every southbound Broadway train.

You will at once realize that No. 1 track is on a down grade and the southbound train is allowed to approach approximately 200 feet within the fouling point. This, however, is in the opinion of the writer, a reasonably safe thing to do, but, of course, you realize that it would be possible for a motorman to violate the signal with its new location and cause a wreck at the junction. In other words, this new location of the signal is depending more on the fallibility of man than our present arrangement.

Will you kindly advise me if you approve of these changes.

Very truly yours,
(Signed) FRANK HEDLEY, General Manager."

Encs.

These proposed changes are described more in detail by your former Chief Engineer in the following letter:

"November 14, 1907.

"Re. Changes in Subway Signals at Grand Central & 96th St. Stations.

TRAVIS H. WHITNEY, Esq., Secretary, Public Service Commission for the First District:

DEAR SIR—Herewith is a letter addressed to me by Mr. Frank Hedley, General Manager of the Interborough Rapid Transit Company, together with two blue prints described therein, relating to two proposed changes in subway signals for the purpose of expediting the train movement.

The change at Grand Central Station called for on plan D-285 does not involve any increased risk in operation. At the present time, trains approaching this station on express tracks from the south, are held in position No. 1 at signal No. 47, until the trains at the station pass signal 8-L, at the north end of the platform. It is proposed that an additional signal No. 47½ be located about half way between signal No. 47 and the south end of the Grand Central Station.

The operation under the new plan will be as follows: as, formerly, all trains would be held at signal No. 47 if a train were in the station occupying position No. 2. The signal No. 47 is so arranged that as soon as the rear end of the train leaving the station passes the point "A," No. 47 would show clear; the train held up at signal No. 47, would then immediately proceed forward. A saving in time would result equal to the time required by the rear end of the train leaving the station in moving from "A" to signal 8-L; this is estimated at about 7 seconds.

With regard to the 96th Street change, there is an increase in the risk of operation. Under the present operation all trains are held up on signal No. 98 shown on drawing D-277. The distance between this signal and the crossing just north of the 96th Street station is sufficient, so that if a train would run by signal No. 98 in approaching the station it would be brought practically to a standstill by the automatic trip before it could reach the crossing, or in any event it would be moving so slowly when it reached the crossing that no serious damage would be done if it collided with the train at the crossing.

It is now proposed to place a signal at the position 10-R, 400 ft. nearer the crossing and only about 200 feet from it; southbound Broadway trains would then be held up at signal 10-R instead of No. 98. If the motorman should run by 10-R the automatic trip could not stop him sufficiently to avoid a bad smash-up at the crossing. The risk is increased due to the fact that the approach to the station from the north is on a 1.4% down grade. The saving effected by this proposed change is estimated at about 20 seconds. It is, of course, desirable to facilitate the movement in this way, but the question resolves itself into the willingness of the Commission to share the risk involved by authorizing the change.

I may say that between signal No. 98 and the south side of 103rd Street station there are two other signals, one immediately south of the station, and the other protecting the crossing from the centre track. Because of these two signals and the down grade to the station, a train approaching signals No. 98 and 10-R should be under control, or if for any reason the motorman should lose control of his train, a wreck would probably result. Even under these circumstances, however, I agree with Mr. Hedley that the change is a reasonably safe one, though the danger cannot be entirely eliminated.

I respectfully request that the Commission advise me in regard to its approval of the proposed changes.

Very truly yours,
(Signed) GEORGE S. RICE, Chief Engineer."

Encs.

PROPOSED CHANGE AT GRAND CENTRAL STATION.

As the control of trains when entering stations is now dependent upon the motorman, and as the proposed change at Grand Central Station does not materially increase this risk and at the same time makes practicable a saving of 7 seconds for each train, there is no good reason why the arrangement proposed by the Interborough Company for this location should not be approved and installed.

It is well to bear in mind, however, that this change does not increase the safety as do the improvements I have recommended and, therefore, the plan should be regarded only as a temporary expedient to be used pending the development of an auxiliary speed control system which will fulfil the requirements I have already outlined.

The same changes suggested for the signal system on the northbound express tracks at Grand Central Station should be carried out at every other express station on both northbound and southbound tracks in order to get the full benefit of a possible reduction in headway for the trains passing in either direction through the stations at Brooklyn Bridge, 14th Street, Grand Central, 72nd Street, and 96th Street.

MODIFIED SIGNAL SYSTEM TO BE USED PENDING DEVELOPMENT OF RECOMMENDED IMPROVEMENTS.

The saving of 7 seconds secured by the Interborough plan is not effected in such a way, however, as to overcome the disadvantages of a cumulative series of delays incident to one prolonged station wait. This suggested change will add 7 seconds to the length of time a train can now wait at the platform before it begins to influence the movement of the oncoming train, but in case a following train is once stopped at signal No. 47 the arrangement as proposed affords no means of allowing the delay to be taken out of the schedule of the stopped train. A manual means of clearing signal No. 47 so that a train can pass it should be provided to be used only when the schedule is actually in danger of delay.

This manual system can be installed in such a way as to be a part of the system suggested by the Interborough Company, and in operation its effect would be to advance the proceed signal arranged for by the Interborough plan by at least 10 seconds, thus making the total time saved over present conditions at least 17 seconds, with a possibility of saving the entire 23 seconds now required to clear the station protection.

The requirements of the suggested manual permissive system have already been defined, and as the expense of its installation is small and its effect on the train schedule will be marked, I suggest that this additional change be incorporated in the plans submitted by the Interborough Company, provided the officials of the Company feel warranted in adopting it, but as it is more of a temporary operating feature than a permanent engineering improvement, it need not be insisted upon.

PROPOSED CHANGES AT 96TH STREET STATION.

In my opinion it would be much safer to make the changes in the signal system on the south bound tracks at 96th Street along the same lines as suggested by the Interborough Company for the north bound tracks at Grand Central Station than to attempt to carry out the changes shown on the Interborough Company's drawing No. D-277, which it is admitted by all will increase the danger of operation by allowing the trains to approach closer to the crossing and to the 96th Street platform before reaching the protecting signal and automatic stop which are now located at a safe stopping distance.

As there is an interlocking tower at 96th Street controlling the movement of the trains at the cross-over at that point, it is entirely practicable to install a manually operated permissive system at this point also. I would therefore suggest that the Interborough Company revise its 96th Street signal system plan to conform to the requirements of the suggested manual permissive system already described in this report as well as to use practically the same layout or plan which has been approved and recommended by me for all other express stations. The changes in the signal system at all the express stations will thus be made in accordance with a uniform plan which normally will save approximately 7 seconds but which will make possible an additional saving of at least 10 seconds at each point, thus making a total saving of at least 17 seconds upon the present 2 minute headway.

SIGNALS ON LOCAL TRACKS.

In considering the necessity of installing signals and automatic stopping devices on the local tracks of the Subway, it is clear that the same consideration of safety that govern their installation on the express tracks should apply as well to the local tracks, i. e., a passenger should be as safe on the local trains as he is on the express trains.

Practically the only difference between train movements on the local tracks and those on the express tracks, is that of more frequent stops made by trains on the local tracks. The acceleration, maximum speed and retardation are practically the same for the two classes of service. The time interval between trains is also approximately the same. Further, from considerations noted above, it follows that the introduction of a stop between the terminals of a system introduces a risk, and, therefore, tends to lower the degree of safety by making this safety according to present practice depend more or less upon the agency of the motorman. Clearly the oftener this is done the more frequently is the risk assumed, resulting in a lowered degree of safety.

South of 96th Street the number of stops on the local service of the Subway is about five times that of the express service. It would, therefore, appear that if the practical degree of safety decided upon for Subway operation demands the installation

of a signal system and automatic stopping devices on the express tracks, the same or similar equipment is necessary on the local trains.

The introduction of a stop between the terminals of a system introduces features that tend to increase the necessary headway between trains, and, therefore, reduces the transportation facilities of the system.

Conditions introduced by a single stopping point may determine the minimum permissible headway of all trains on the system passing that point. The stopping point requiring the maximum wait in general determines the minimum headway. The introduction of other stopping points will not influence the headway, so long as the stops are far enough apart to permit the trains to reach a speed equal to that which they would reach were no such stops introduced.

Since the stopping points on the local service which coincide with the stops on the express service are the same ones which require the longest station waits, and, therefore, determine the headway on the local service, as they do on the express service, it would appear that, if a certain headway can be maintained on the express service, the same headway can be maintained on the local service when operating under the same conditions of safety, particularly in view of the fact that conditions tending to prolong waits at limiting points on the local service are not so pronounced as they are on the express service. As the local and express trains alternate on the same tracks north of 96th Street, it is desirable that the same headway should be maintained on both systems south of 96th Street. As far as the signal system is concerned there is nothing to interfere with such an arrangement up to the capacity of the express tracks, which can eventually be operated with a headway of 90 seconds corresponding to 40 trains per hour, although it cannot be denied that the introduction of a block signal system on the local tracks will reduce their possible capacity from 50 trains per hour to 40 trains per hour. Inasmuch as there are now being operated on the local tracks during rush hours only about 30 trains per hour, it will be seen that a block signal system possessing the speed control principle can be installed upon these tracks and at the same time permit an increase in the number of trains of 33 1/3% over the present number, although until the 96th Street crossovers are eliminated by the improvements now authorized, there will be short intervals during which this rate cannot be maintained.

There is an added reason for considering the advisability of applying signals and automatic stopping devices on those portions of the Subway north of 96th Street, and particularly on the elevated portions. There is undoubtedly a strong tendency for the motormen to relax somewhat when coming out into the open. At least, opportunities for diversion are greatly increased, with the resultant effect of lowering the efficiency of the motormen. Automatic signals and stopping devices to enforce observance of the signal indications are needed here to as great an extent, if not greater, than in the underground portions of the system.

On the other hand it is true that millions of passengers are carried annually upon the other elevated roads in the city which are not equipped with a block signal system and automatic stops and that this is done with an infinitesimally small percentage of accidents. It is said that it can easily be shown by statistics that a person is safer in an elevated or local subway car than when walking on the street. These considerations, however, do not remove the obligation of providing the greatest degree of safety practicable.

I, therefore, recommend that when the speed control system hereinbefore described has been perfected, such portions of the Subway tracks supplying local service as are not now protected by the signal system, be equipped with signals and automatic devices which will always insure a degree of safety and capacity equal to that obtained on those portions supplying express service.

BROKEN RAIL PROTECTION.

The track circuits in use in the Subway are of the single rail type in which one rail of each track is used as a common return, and connected in multiple with the return rails of the other tracks. The single rail track circuit with multiple connections for the return rail permits the current of one track to use the rails of the other tracks for a return in case the return rail should break or be removed, and, in consequence, the signal at the entrance of the block will not be made to indicate stop when there is a broken or removed rail. Although it is true that track rails seldom break under subway conditions, there is the possibility that this may happen, or that a rail may be removed from the track, as is often the case when repair work is under way, in which latter case, if trains were not properly flagged, a derailment might occur. The protection desired may possibly be obtained by putting reactance coils in the cross bond connections and at other points where required, but if such an arrangement is not adopted, track circuits of what is known as the two rail type may be used. This type of track circuit had not been perfected at the time the signal system was installed in the Subway, so the criticism cannot be made that the two rail circuit should have been put in in the first instance. Furthermore, as the two rail system has been in use so short a time it has not had an opportunity to demonstrate its superiority sufficiently to justify the abandonment at the present time of the single rail system which has proven to be so efficient in the present Subway.

As an offset to the expenditure necessary to the installation of this two rail system, it may be stated that it will reduce the electrical loss by allowing the use of both track rails for the return of current from the train motors to the power house and thus effect a considerable annual saving in the cost of operation. As it is probable that when the Subway is improved and operated at its maximum capacity, additional electrical conductors will be required, advantage can then be taken of the extra rail on each track which is not now being utilized as a conductor. In this way the investment required to secure broken rail protection will be more than offset by the saving in the cost of electrical conductors, and thus at this time the improvement could be secured with the minimum investment.

While I believe that this improvement should be eventually used in this Subway, its advantages are not sufficient under present conditions, to justify the investment that would be required to secure it at once. It should, however, be considered for all extensions of the present Subway and upon all future subways.

CONCLUSIONS.

Briefly stated the conclusions which I have reached in the preparation of this report are as follows:

1. The Subway Signal System is in the main modern, effective, and well maintained.
2. There is no reason so far as the Signal System is concerned why 90 second headway cannot be maintained.
3. This 90 second headway will eventually be desirable upon both the local and express tracks.
4. The signal system does not at present afford positive safety at the approach to stations, as the motormen are relied upon to reduce the speed of the trains.
5. In addition to the excessive platform waits additional time is lost at each station stop by holding the following train a considerable distance out of the station until the leading train has entirely cleared the platform.
6. As at present operated, delays at a station platform have a cumulative effect upon following trains so that even one prolonged stop may start a series of delays which may disarrange the schedule for an entire hour.

RECOMMENDATIONS.

The changes I have recommended may be briefly summarized as follows:

1. That the necessary steps be taken to develop and install an automatic speed control signal system to be used as an auxiliary at station blocks which will allow the incoming train to safely approach the rear of the train at the platform and to enter the platform promptly upon the leaving of the outgoing train without sacrificing any of the standard of safety which is now maintained between stations.
2. That during the development of the system there be installed at every express station the changes in the block signal system proposed by the Interborough Company for Grand Central Station. The equipment required for these changes will reduce the present possible headway by 7 seconds, and could ultimately become a part of the permanent recommended arrangement.
3. That the Subway officials consider for the purpose of effecting temporary relief the installation of a manually operated permissive signal at every express station to be used to expedite a delayed incoming train and thus overcome the cumulative effects on the schedule of a prolonged station wait.
4. That the local tracks be protected by a complete block signal system when the automatic speed control system herein suggested has been perfected.

5. That, when the load on the Subway increases to such an extent as to require additional conductors for carrying the electrical energy to and from the trains, the present signal system be altered so as to utilize both rails for carrying the return current, and at the same time make the system conform to the latest accepted practice whereby the signal system detects and indicates a broken or removed rail, provided the system shall at that time have proven superior to the single rail system.

In studying the signal system I have prepared and attach hereto as an appendix, a number of charts and diagrams which show technically the arrangement, the necessity and the safety secured by the proposed changes.

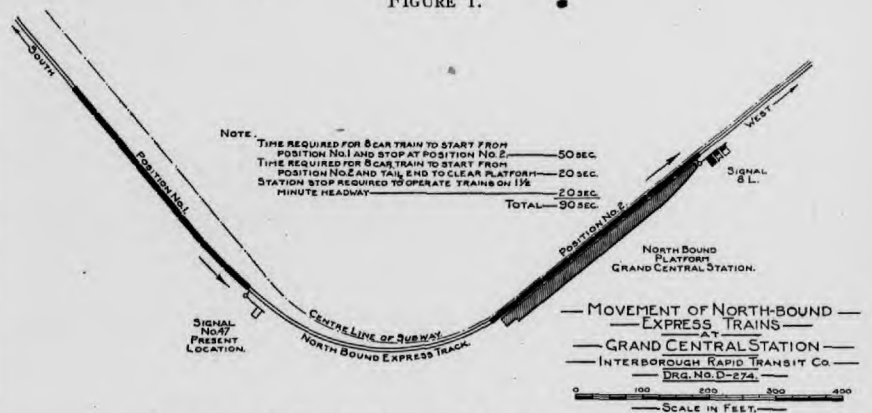
I have in preparation an analysis of the proper type of car to be used in the Subway as at present constructed and when the car therein recommended is properly used in conjunction with the improvements in the signal system herein outlined, the maximum capacity and comfort consistent with safety will in my judgment have been secured.

APPENDIX TO REPORT UPON THE SUBWAY SIGNAL SYSTEM.

In this appendix will be found the technical drawings and diagrams which are necessary to illustrate the suggestions contained in the report upon the signal system. These drawings are as follows:

- Figure No. 1—Interborough Rapid Transit Co.'s Drawing No. D-274.
- Figure No. 2—Interborough Rapid Transit Co.'s Drawing No. D-285.
- Figure No. 3—Interborough Rapid Transit Co.'s Drawing No. D-277.
- Figure No. 4—Braking Curves—Showing Distances Required to Stop Trains at Various Speeds and Grades.
- Figure No. 5—Train Spacing Chart—Showing Minimum Headway of Trains at Various Speeds.
- Figure No. 6—Speed Time Curves—Showing Run from Signal 47 to Platform of Grand Central Station.
- Figure No. 7—Speed Time Curves—Showing Time Required to Run through the Block Preceding Signal 47.
- Figure No. 8—Speed Time Curves—Showing an Analysis of the Delay at Grand Central Station.
- Figure No. 9—Speed Time Curves—Showing Economical Location of Signals.
- Figure No. 10—Speed Time and Distance Time Curves—Showing Movement of Northbound Express Train at Grand Central Station.
- Figure No. 11—Suggested Location of Speed Control Signals on North Bound Express Tracks at Grand Central Station.

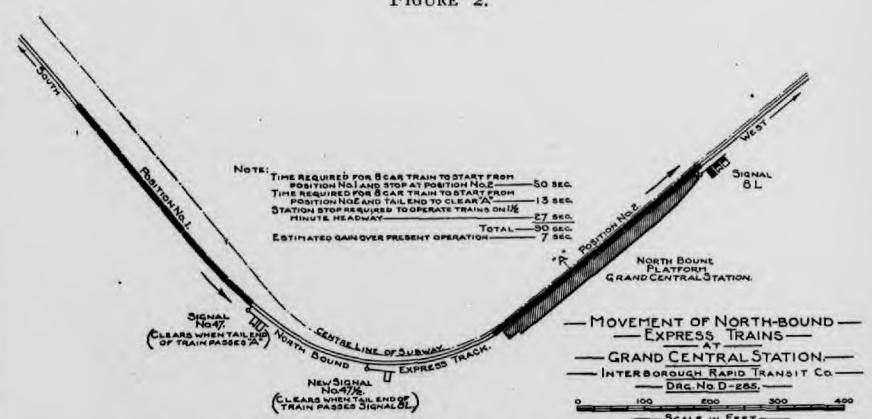
FIGURE 1.



Interborough Rapid Transit Co.'s Drawing No. D-274.

This drawing shows the present position of signals 47 and 8-L upon the north bound express track at Grand Central station. The entering train in position No. 1, is stopped at signal 47 waiting for the train in position No. 2 to leave the platform and when the rear of this leaving train passes signal 8-L it will clear signal 47 and allow train No. 2 to proceed. The overlap has been cut out of the system as originally designed for this point, so as to allow the entering train to reach signal 47 before it is stopped and thus be in a position nearer the platform than if stopped at a point one signal block further back. The drawing indicates the division of a 90 second cycle under present conditions showing that only 20 seconds is allowable for a station wait at the platform, with this arrangement.

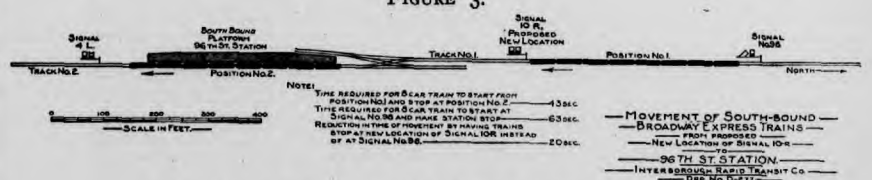
FIGURE 2.



Interborough Rapid Transit Co.'s Drawing No. D-285.

This drawing shows the location of a new signal 47 1/2 located half way between signal 47 and the end of the platform on the north bound express tracks at Grand Central Station. Under this arrangement signal 47 will clear when the rear end of the train shown in position No. 2 passes point "A" which is shown at about 2 1/2 car lengths from the end of the platform, and the new signal 47 1/2 clears when the rear end of the train passes signal 8-L. In this way the clearing of signal 47 is advanced by 7 seconds and the division of the 90 second cycle shown by the drawing indicates that the length of the allowable station wait has been increased by this arrangement from 20 seconds to 27 seconds.

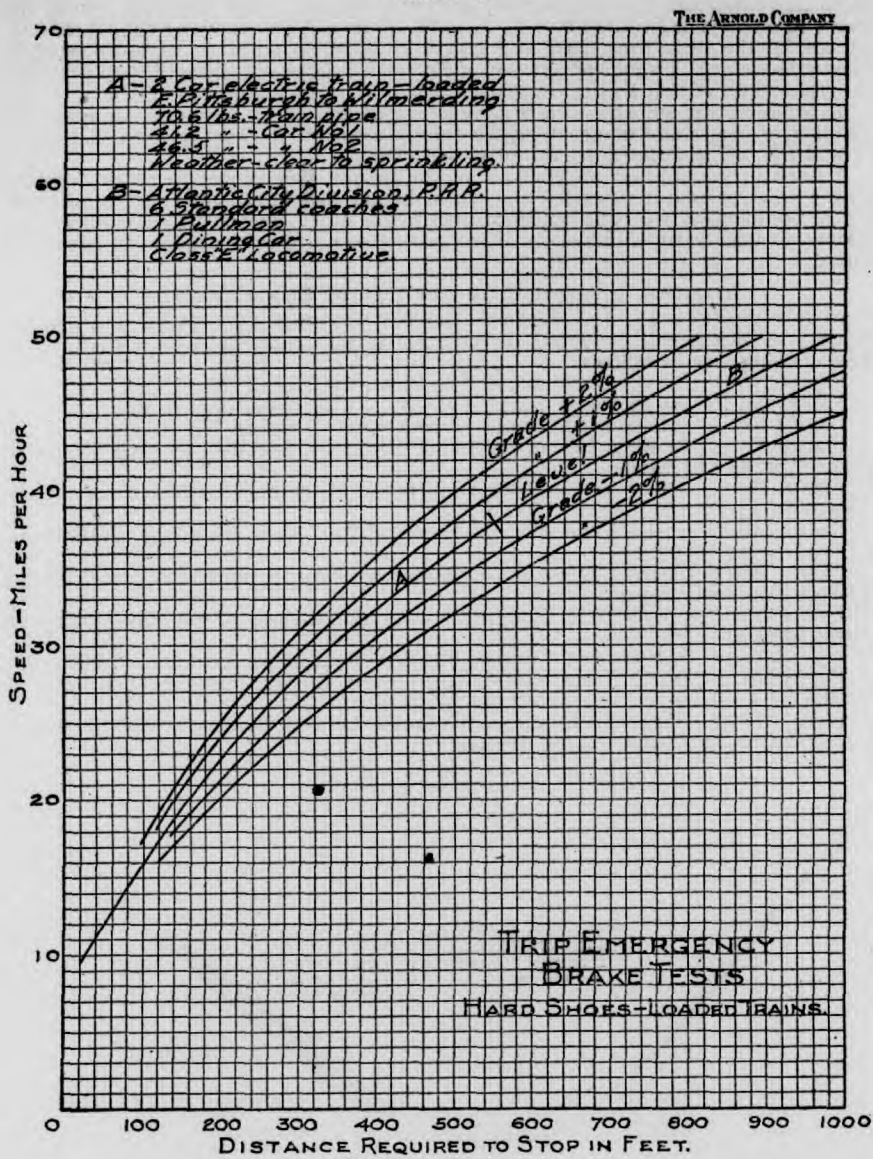
FIGURE 3.



Interborough Rapid Transit Co.'s Drawing No. D-277.

This drawing shows the proposed location of a new signal 10-R on the south bound Broadway tracks directly north of 96th Street station. At the present time all south bound trains are liable to be stopped at signal 98 from which position it requires 63 seconds to start from rest and come to a stop at the station platform. The Interborough Co.'s drawing indicates that 20 seconds of this time can be saved by moving signal 98 to a new position about 450 feet nearer the platform, but this change should not be approved owing to the fact that this new location is too near the cross over to prevent a possible accident in case the motorman failed to stop his train at the proposed signal at the time another train was using the cross over. See discussion in report for recommended plan.

FIGURE 4.

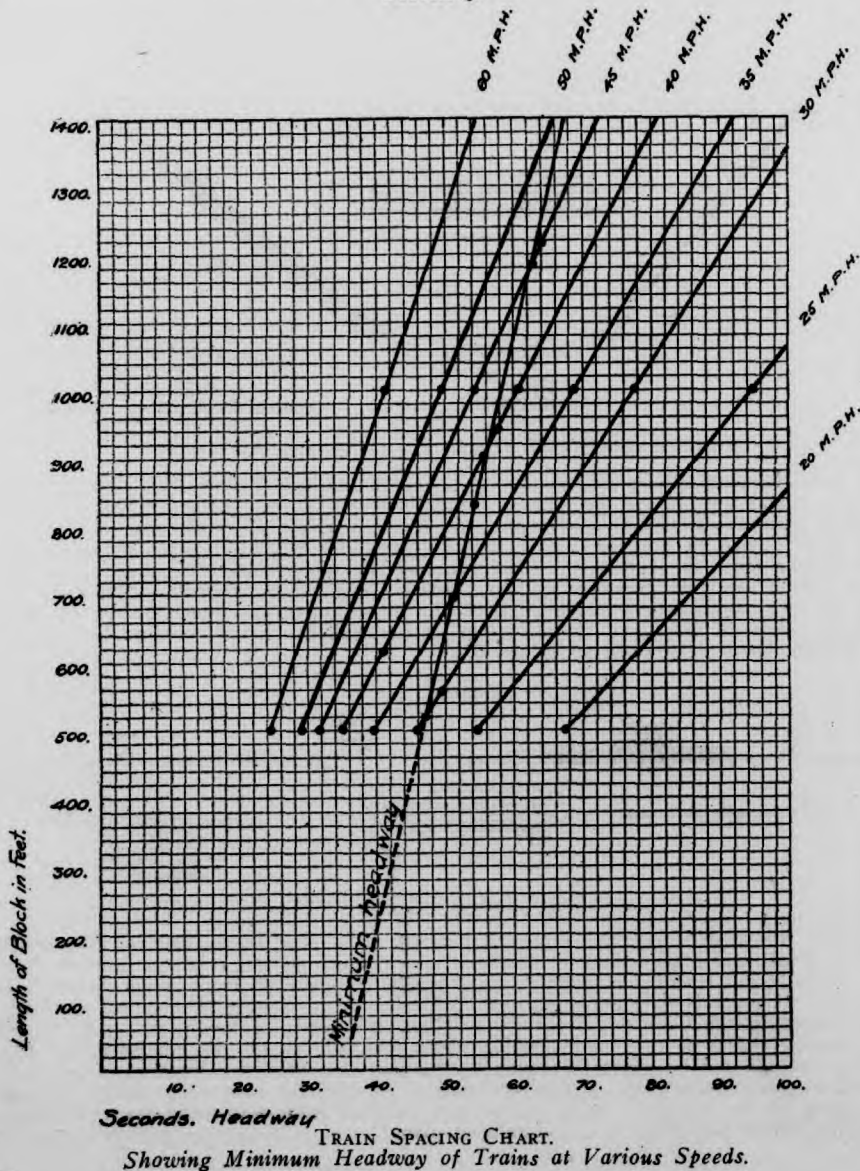


Showing Distances Required to Stop Trains at Various Speeds and Grades.

These curves are the result of the latest experience in braking, and represent the actual distance in feet required to stop a train from any given speed. The middle curve indicates the result upon a level track, the two lower curves upon a down grade of 1% and 2%, and the two upper curves on an up grade of 1% and 2% respectively.

These curves were used by the designers of the Signal System for the Subway in determining the actual braking distance to be allowed at any point in the Subway. For instance, the speed of the train at a given point was predetermined and the length of the signal system block allowed at this point was determined by means of these curves, and to this distance 50% was added to insure safety. For example, at 38 miles an hour the train could be brought to rest upon a level track in 560 feet. If to this distance 280 feet (50% of 560 feet) are added the minimum length of the signal system block would be 840 feet.

FIGURE 5.



The minimum time spacing of trains, or the "headway," is equal to the length of time required for a train to run three times the length of one signal system block plus the length of time required to run the length of the train, plus 2½ seconds required for the clearing of the home and distance signals.

It will thus be seen that the headway depends upon the length of the signal system block and the speed at which the train is running.

The diagram shown in Figure 5 indicates the minimum headway with different lengths of blocks and at various speeds.

The minimum length of block shown in the diagram is 500 feet which is much shorter than the minimum block now in use upon level track in the Subway. Furthermore, a block distance of approximately 500 feet is necessary for the operation of a 10-car train, as the length of a block must be slightly greater than the length of a train, and it may be desirable at some future time to operate 10-car trains in the present Subway, instead of the 8-car express trains which are now run.

As the maximum speed of the Subway trains is 40 miles per hour, it will be seen that at this speed the headway varies from 35 seconds with blocks 500 feet long to 61 seconds with blocks 1000 feet long.

In referring to Figure 4, however, it will be seen that at 40 miles per hour upon a level track the actual distance required for stopping a train is 620 feet. If to this distance 50% is added for safety, the minimum length of block permissible with the maximum speed of 40 miles per hour is 930 feet. Figure 5 shows that with a block 930 feet long corresponding to a maximum speed of 40 miles per hour, the minimum headway will be 57 seconds.

In a similar manner the minimum headway of other speeds upon the chart has been determined, and a line showing this minimum headway at various speeds has been added to the diagram.

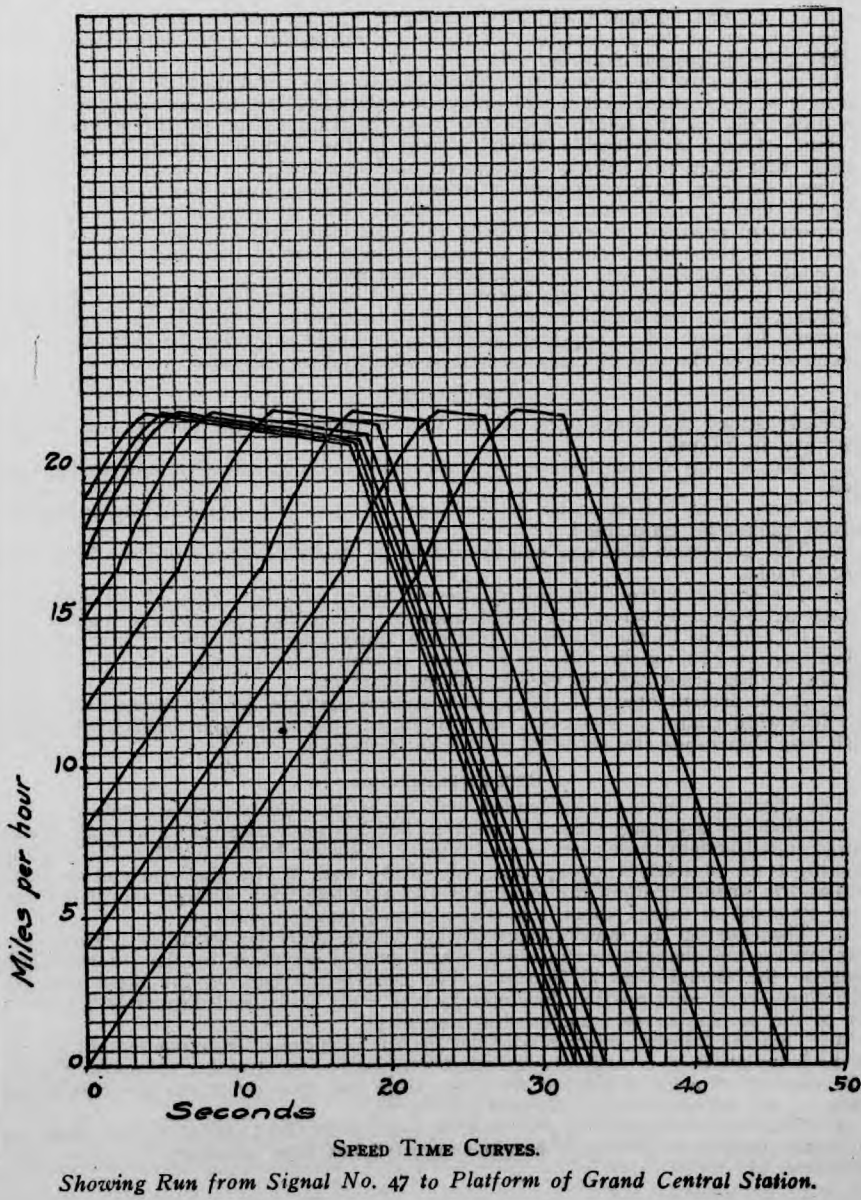
It will be noted, by this additional line, that as the maximum speed of the trains increase the headway or their minimum time interval apart must also be increased. That is, the length of the block as determined by the maximum speed must be increased in a greater ratio than the speed of the train is increased.

Figure 4 shows that the braking distance increases as the square of the speed, and it is on account of this law that it is impossible to increase the capacity of the Subway by increasing the speed of the trains.

The curves of Figure 5 show that if the capacity of the Subway is to be increased by changing the speed of the trains that the maximum speed must be reduced from 40 miles per hour to 30 miles per hour, and that if the minimum length of a signal system block is 500 feet—the length of a 10-car train—the critical speed for maximum capacity is 30 miles per hour.

If it were not for the frequent station stops the greatest economy in the use of power and the maximum capacity of the Subway using 10-car trains would be attained by reducing the present maximum speed, but as soon as stops are introduced in the schedule it is necessary to sacrifice some of the possible capacity of the Subway in order to attain a satisfactory average speed. Figure 5 indicates the extent of this sacrifice.

FIGURE 6.



This diagram shows the least practicable time that can be taken by a train before it reaches a stop at the station platform, running from Signal No. 47, protecting the northbound express track at Grand Central Station.

In all these curves acceleration has been taken at the rate of 1.3 miles per hour per second, and in braking the rate of deceleration has been shown at 1.5 miles per hour per second. The diagram shows that if the train starts from rest at Signal No. 47 it can accelerate to a speed of about 22 miles per hour, coast for three seconds and then brake to a full stop at the platform, requiring 46 seconds for the movement of the train through a distance of 769 feet.

If, however, Signal 47 is passed by the train running at the rate of 19 miles per hour, the time required to accelerate up to 22 miles per hour, then to coast and finally to brake to a position of rest at the platform will be but 31½ seconds. In other words, if it becomes necessary to bring a train to a full stop at Signal No. 47, at least 14½ seconds (46 seconds minus 31½ seconds) will be added to the time required by the train to make its run plus the actual time of the stop while standing at Signal No. 47.

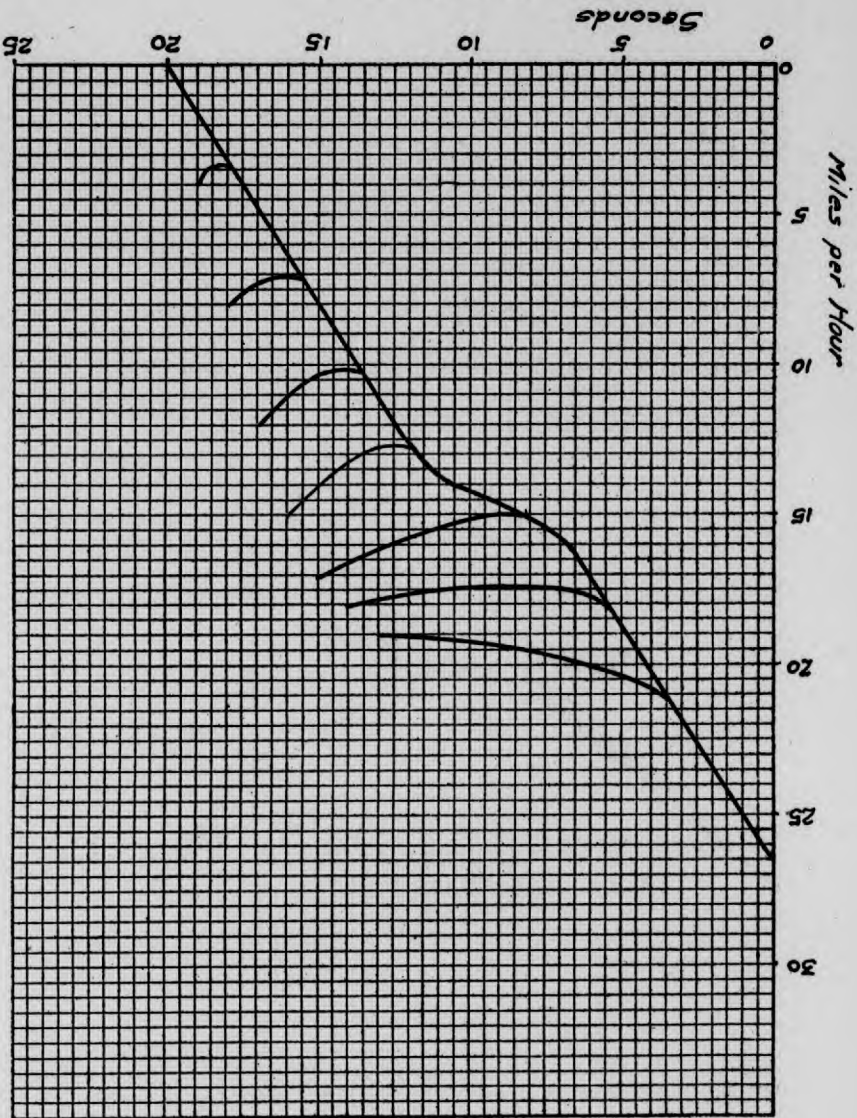
The time required to run from Signal No. 47 to a stop at the station platform passing Signal 47 at various speeds can be taken from Figure 6 as follows:

Entering Speed.	Time from Signal No. 47 to Stop at Platform.
19 miles per hour.	31½ seconds.
15 miles per hour.	33 seconds.
8 miles per hour.	37 seconds.
5 miles per hour.	41 seconds.
0 miles per hour.	46 seconds.

The disadvantage of a delay at the signal is shown by these figures, the additional time added to the schedule increasing rapidly as the delay approaches a full stop. As the motorman expresses it, "To get the train over the road, the train must be kept moving."

This figure shows that actual stops at the signals must be avoided if possible.

FIGURE 7.



Showing Time Required to Run Through the Block Preceding Signal No. 47.

SPEED TIME CURVES.

To determine the effect of a delay in clearing Signal No. 47 upon a train approaching this signal, the curves in Figure 7 have been plotted.

If Signal 46 indicates "Caution," and Signal 47 "Danger" or "Stop," the following train will require 20 seconds to come to a stop directly opposite Signal 47 from a speed of 26 miles per hour, which is the predetermined speed at which the train should reach Signal 46. If, however, Signal 46 clears so as to allow the train to pass at its maximum speed which is permissible at this point, it will require but 13 seconds for the train to pass through the block preceding Signal 47. In other words, if a clear indication of Signal 47 is delayed 7 seconds (20 seconds minus 13 seconds) then the train will be brought to a full stop at this signal, and as shown by Figure 6 an addition of 14½ seconds is made to the running time of the train on account of this full stop. One of the cumulative effects of a delay is thus shown, as by stopping of the train the delay of 7 seconds is at once multiplied into a delay of 14½ seconds, or more than doubled.

Showing an Analysis of the Delay at Grand Central Station.

SPEED TIME CURVES.

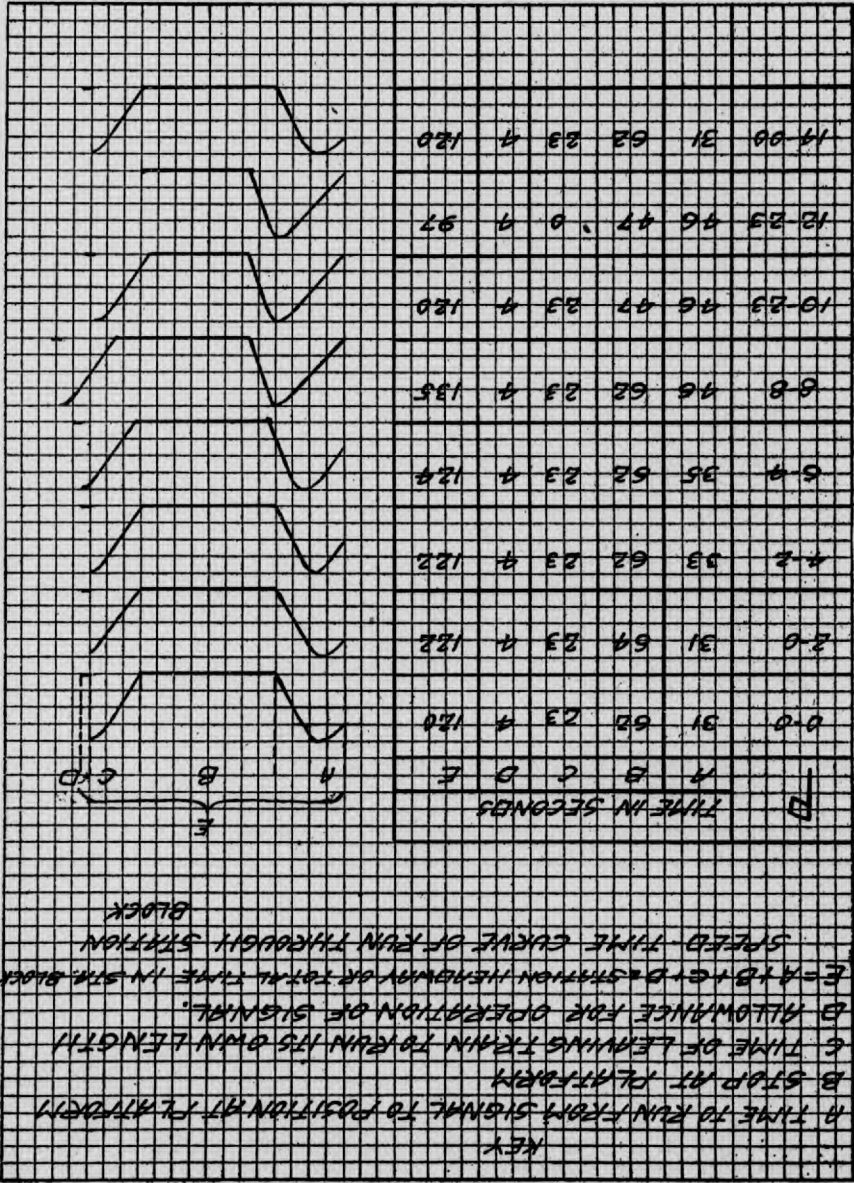


FIGURE 8.

This diagram shows further the disadvantage of allowing even a small delay to creep into the schedule, and indicates why the operation of the Subway trains upon any single tracks is sensitive to a very slight derangement.

In this Figure the small diagrams at the side of the table are intended to illustrate the actual record of seconds shown in the various columns of the table.

The first row of figures show that a train entering the Grand Central Station block can come to rest at the station platform in 31 seconds, can then take 62 seconds to unload, load and start, and can then run the length of the platform in 23 seconds, leaving 4 seconds for the signal system to transmit the clear or proceed signal to the following train, the entire cycle of operation having required 120 seconds.

The next row of figures shows this same cycle of operation with the exception that the wait at the station platform has been prolonged to 64 seconds, instead of 62 seconds, thus requiring 122 seconds for the complete cycle. The effect of the extra two seconds upon the movement of the following trains is immediate.

The third row of figures shows the first effect of the delay. The following train has been delayed 2 seconds and enters the block beginning at signal 47 at a reduced speed; it therefore takes slightly longer than the previous train in coming to rest at the platform (33½ seconds instead of 31 seconds). With the same length of station wait as the original train (62 seconds), the cycle of this third train will require 122 seconds, and the resulting delay of 2 seconds is added to the first delay of 2 seconds, making a total of 4 seconds to be transmitted by means of the signal system to the fourth train.

This 4 second delay will cause a corresponding delay in the time of the fourth train, thus making a total delay of 8 seconds, and this delay is sufficient to bring the fifth train to a complete stop at Signal 47.

The fifth train starting from a complete stop will require 46 seconds to reach a stop at the station platform, and this time added to 62 seconds platform wait and to the time required to clear the platform and give the proceed signal, will cause this fifth train to occupy the station block for 135 seconds, or 15 seconds over time.

The sixth train will thus encounter a delay of 23 seconds (15 seconds plus 8 seconds) which is automatically accumulated from the original delay in the schedule of but 2 seconds.

To maintain a headway of 120 seconds with each train stopping at Signal 47 will require that all the platform waits be limited to 47 seconds, and it is absolutely impossible to so limit these station waits to 47 seconds with the present end door cars. Any stop exceeding 47 seconds simply adds to the delay of the following trains.

In the next row of figures showing the history of the sixth train, it will be seen that the train starts from a full stop at Signal 47 and reaches a stop at the platform in 46 seconds—the station wait is shown as requiring 47 seconds but the proceed signal to the following train has been given at the time of the starting of the train away from the platform instead of waiting until the train has entirely left the platform; that is, the clearing of Signal 47 has been advanced a full 23 seconds in order to show clearly the benefits to be expected by overlapping one cycle of operations on the following cycle. The time of 4 seconds required for the operation of the signal including the time required for the motorman to act has been retained at 4 seconds as in all previous cases.

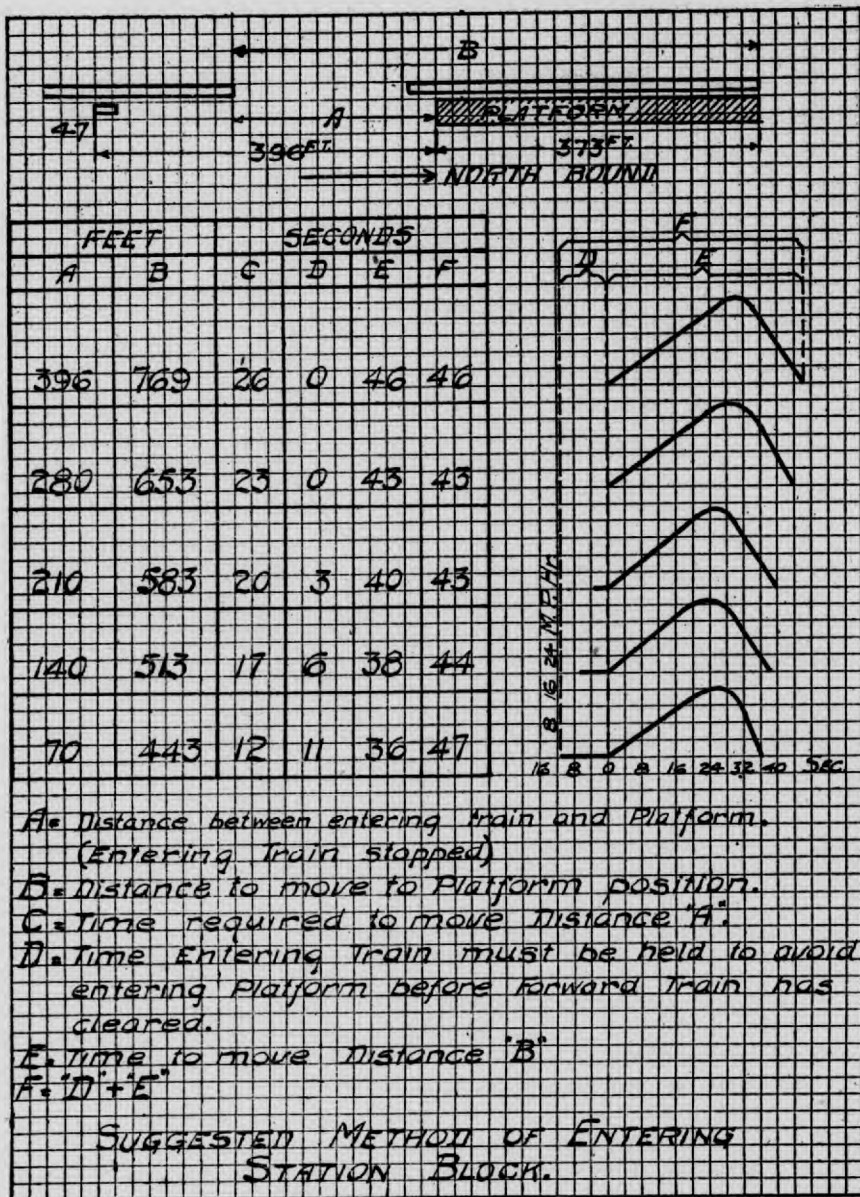
The elimination of the 23 seconds makes the cycle of operations for the sixth train only 97 seconds long, and the removal of the 23 seconds from the possible delay as in all previous cases.

of the seventh train will allow the seventh train to pass Signal 47 at full speed and to pull into the station and stop in 31 seconds as originally intended. Thus the 120 second headway with the 62 second station wait can be resumed and continued until for some reason a prolonged station wait introduces another delay which by its cumulative action will again derange the regular periodicity of the train movement.

The action of the permissive signal system indicated by this diagram shows how the removal of 23 seconds may be compared to the taking out of a link in a chain which has become loose, and the diagrams indicate that if occasionally a train is advanced a number of seconds closer to the preceding train than is now allowed by the inflexibility of the signal system, the disastrous results of the cumulative effects of a delay can be removed.

The occasional operation of the suggested permissive signal under the safeguards recommended in the Report upon the Subway Signal System is practically the only method at present known to me by which the trains could be advanced and the schedule straightened out.

FIGURE 9.



SPEED TIME CURVES.
Showing Economical Location of Signals.

This diagram shows the effect upon the headway of allowing the following train to pass Signal 47 and to approach nearer the station platform before it stopped. At the present time Signal 47 is 396 feet south of Grand Central Station platform on the northbound express tracks. After the motorman gets the signal to proceed at this point and starts his train it requires 46 seconds to accelerate the train and brake it to a complete stop at the station platform, after having moved a distance of 769 feet (396 ft. plus 373 ft.), and this cycle is shown by the first row of figures and illustrated by Figure 9.

Now suppose the train is allowed to approach within 280 feet of the platform, as shown by the second row of figures, from this position the train can start at the same time that the train at the platform begins to move and in 23 seconds it will reach the end of the platform at practically the instant that the rear end of the leaving train has cleared the other end of the platform; that is, the two trains will be the length of the platform apart. This point, which is 280 feet in the rear of the platform is the nearest possible position in which the following train can be brought to rest and get the proceed signal at the time that the leaving train begins to move, and at the same time move with safety towards the platform. If the train is brought any closer to the platform this proceed signal must be delayed or the entering train will reach the platform before the leaving train has entirely cleared it.

The distance between the platform and the point at which the following train is brought to a full stop before it is allowed to approach the platform can be reduced if the proceed signal is delayed sufficiently long so that the entering train does not reach the platform before the leaving train entirely clears it.

The third row of figures shows the effects of reducing this distance to 210 feet. From this position the platform can be reached by the following train in 20 seconds, and as it requires 23 seconds for the leaving train to clear the platform it will be necessary to delay the giving of the proceed signal for 3 seconds, and the time required by the following train to run the 140 feet to the station platform plus the length of the platform, or a total distance of 583 feet, will be 43 seconds.

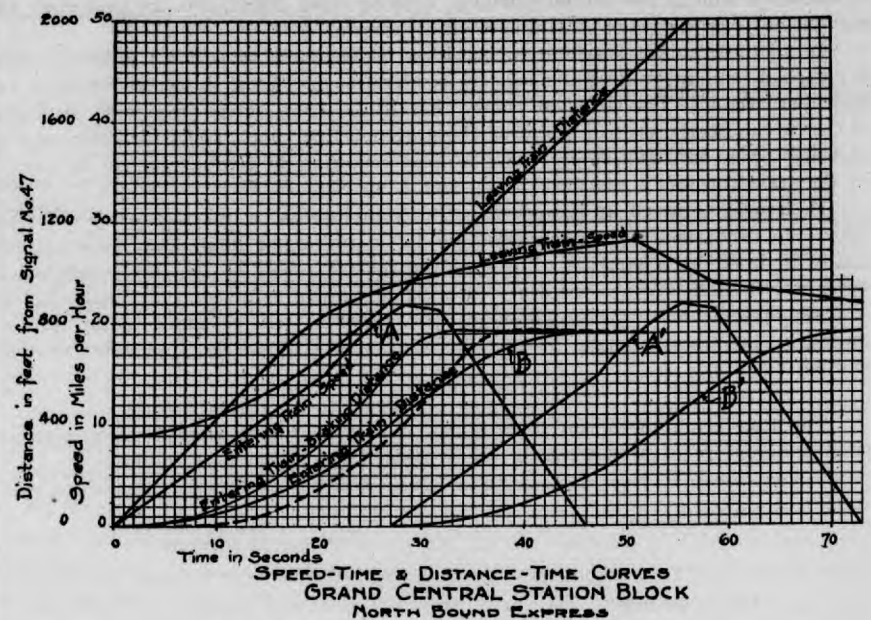
In a similar manner the next row of figures shows that if a train is allowed to come to a stop at a point 140 feet from the platform the time required from the starting of one train at the platform until the next train comes to a stop at the platform will be 44 seconds.

The last row of figures indicates that if the following train is brought within 70 feet of the platform that the time elapsing between the starting of the train and the stopping of the next one will be 47 seconds.

In other words, after a certain point has been reached, the nearer the following train is brought toward the platform, the greater will be the time required between the closing of the doors of one train and the opening of the doors of the next one, and these figures indicate that the economical distance at which the following train can be brought to the rear of the platform is between 210 and 280 feet.

In making this comparative study the time which is required for the motorman to act after getting the signal and also the time required by the signals themselves to operate has been eliminated, and this time is the same in all cases, and, therefore, would not affect the result.

FIGURE 10.



SPEED TIME AND DISTANCE TIME CURVES.

Showing Movement of Northbound Express Train at Grand Central Station.

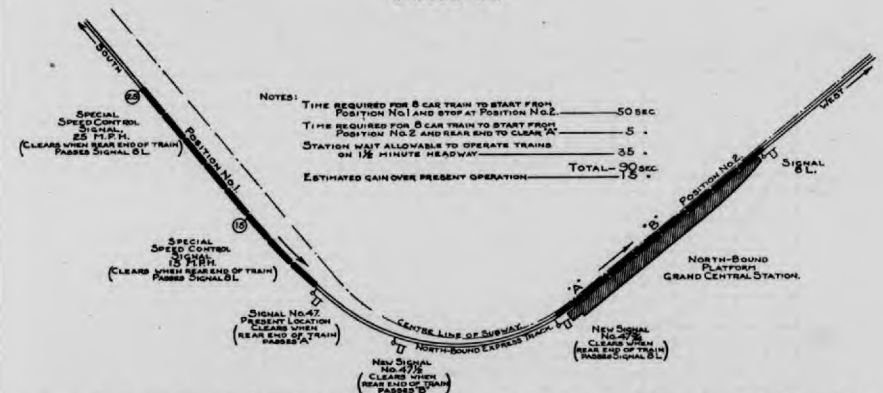
This figure indicates the history of two trains on the northbound tracks at Grand Central Station; one train is leaving the station and the other is entering the station. The leaving train reaches a speed of 22 miles per hour in 23 seconds, while the entering train, if it should start at the same time, can only attain a speed of 18 miles an hour in 23 seconds on account of the curve which it encounters in approaching the station platform.

The distance traveled by the rear end of a leaving train has been shown by the diagram as well as the distance traveled by the front end of the following train, and it will be seen that on account of the lower speed of the following train the distance apart of the two trains is constantly increasing.

Another curve has been added to the diagram which shows the distance which the following train would travel before coming to a stop in case it should be necessary to apply the emergency brakes and stop the train; and this curve indicates that the following train is never in dangerous striking distance of the leaving train, even if the following train should start to move from Signal 47, as at present located, at the same time that the leaving train starts to leave the platform.

The heavy dotted line indicates the situation that would exist if the proceed signal were advanced only 17 seconds instead of 23 seconds, as suggested in the Report, and this dotted line also indicates that the factor of safety connected with this cycle of operations is much greater than is actually required.

FIGURE 11.



Suggested Location of Speed Control Signals on North Bound Express Tracks—Grand Central Station.

This diagram is similar to Figure 2 and indicates the approximate location of two auxiliary speed control signals which can be installed on the north bound express tracks at Grand Central Station without interfering with the present signal system or with the changes proposed by the Interborough officials.

One signal which will allow the train to pass providing its speed has been reduced to 15 miles per hour is located 150 feet south of signal 47 and the other signal which is to be adjusted to stop the train if its speed exceeds 25 miles per hour is located 450 feet in advance of signal 47.

Both of these signals will be in operation while a train is at the station platform ready to stop a following train if it exceeds the indicated speeds while approaching the station and they do not clear until the first train has entirely left the platform. The entering train, however, can have its speed reduced and approach the platform and come to a stop at signal 47 without any further delay than experienced with the present signal system. The two speed control signals contribute the factor of safety that is now lacking as these signals prevent a train reaching signal 47 at full speed, when there is a train at the platform.

When these signals have been installed and their reliability has been demonstrated, a further change can be made in the signals protecting the train leaving the platform by moving the point "A" nearer the rear end of the platform and introducing a new point "B" between point "A" and signal 8-L. At the same time, signal 47½ should be moved 50 feet nearer signal 47 and a new signal 47¾ installed at the rear end of the platform.

The cycle of operation of these signals will be as follows:

The leaving train will pass point "A" and clear signal 47 within 5 seconds after it starts to leave, it will pass point "B" and clear signal 47½ within 15 seconds after it starts to leave, and it will pass signal 8-L and clear signal 47¾ within 23 seconds after it starts to leave.

The entering train will leave signal 47 within 8 seconds after the leaving train has started. It cannot reach signal 47½ even if it accelerates at the highest possible rate until 20 seconds after the beginning of the cycle or 5 seconds after the signal has cleared and cannot reach signal 47¾ until 30 seconds have elapsed or 7 seconds after the leaving train has entirely left the platform.

A study of the diagram shown in Figure 10 in connection with this proposed arrangement of signals will show that this cycle of operations can be carried out with perfect safety, and that a 90 second headway with a 35 second wait at the platform can be maintained, as indicated by the table shown with Figure 11.

There is a possibility of saving even more than the 15 seconds indicated by moving signal 47 to within 250 feet of the end of the platform. If the entering train is stopped at and started from this position, the time allowable for a platform wait can be increased from 35 seconds to 40 seconds, and still maintain the desired 90 seconds headway.

Additional time can be secured to be added to the time allowed for this actual station wait or to compensate for irregular running of the trains by increasing the rate of acceleration—by increasing the rate of deceleration and by installing signals using two sets of lights instead of the present type of signals using a moving disk, and one lamp for each indication. The possible total saving due to these refinements amounts to from 5 to 10 seconds and these savings will be found to be important items when an attempt is made to maintain a 90 second headway.

The following resolution was thereupon moved and duly seconded:

ORDER (No. 343).

In the Matter
of

The application of the Interborough Rapid Transit Company for permission to make changes in signal system.

Whereas, Application has been made by the Interborough Rapid Transit Company for permission to make certain changes in the signal system at, or near, the express stations on the express tracks in the subway, as shown on certain drawings marked "D-277" and "D-285" submitted by said Company; and

Whereas, Said plans have been examined by the Engineers of the Commission and approved by them with certain modifications, set forth in a certain report, dated January 18, 1908, entitled "The Subway Signal System", made by Bion J. Arnold, one of said Engineers;

Now therefore be it Resolved, That the said application of said Interborough Rapid Transit Company be and the same hereby is granted, and said Company is hereby authorized to make said changes in said signal system, provided that the same be modified to conform to the recommendations made by said Arnold in said report, and provided further that the said Company will proceed forthwith, to the best of its ability, to develop and put into experimental operation, subject to inspection at all times of the Engineers of the Commission, a speed control signal system, intended to accomplish the results set forth and described in said report of said Arnold, as given in recommendation 1 and 2 thereof.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(5)

On motion, duly seconded, it was

Resolved, That the transfer be approved of Mary C. Fitzpatrick, Stenographer, salary, \$1,080 per annum, from the employ of this Commission to that of the State Board of Tax Commissioners, Albany, New York, to take effect March 17, 1908.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(6)

The Secretary presented a communication from Edward M. Shepard, Chairman of the Board of Trustees of the College of the City of New York, requesting that the name of the 137th Street station of the Broadway Branch of the Subway, be changed to "City College" station. On motion, the communication was referred to Commissioner Maltbie.

(7)

The Secretary presented the following order:

TARIFF ORDER (No. 333).

The order of the Commission, being Order No. 333, permitting the New York Central and Hudson River Railroad Company to put into effect, upon one day's notice, after filing with this Commission and publication at stations, a rate of Two Dollars (\$2.00) per head on cattle, irrespective of weight, in less than carload shipments, from points on the Putnam Division south of and including Dunwoodie, to the 130th, 60th and 33d Street stations, New York City, when loaded into pick-up cars on Tuesdays, was approved, confirmed and ordered filed in the office of the Commission.

(8)

Commissioner Bassett moved the adoption of the following hearing order, which was duly seconded:

HEARING ORDER (No. 334).

In the Matter
of

The hearing upon motion of the Commission upon the question of improvements in and additions to the service and transportation facilities of the Nassau Electric Railroad Company.
"Station at Twenty-fifth Avenue on the West End Line."

It is hereby

Ordered, That a hearing be had on the 25th day of March, 1908, at 2:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, No. 154 Nassau Street, Borough of Manhattan, City of New York, State of New York, to inquire whether the regulations, practices, equipment, appliances or service of the Nassau Electric Railroad Company, in respect to transportation of persons in the Borough of Brooklyn, State of New York, are unreasonable, improper or inadequate, and whether changes, improvements and additions thereto ought reasonably to be made in the manner below set forth, in order to promote the security and convenience of the public, or in order to secure adequate service and facilities for the transportation of passengers, and if such be found to be the fact, then to determine whether a change, addition and improvement in regulations, practices, equipment, appliances and service of the said company, as hereinafter set forth, are such as may be just, reasonable, adequate and proper and ought reasonably to be made to accommodate the passenger traffic offered to it and to promote the convenience of the public, or in order to secure adequate service and facilities for the transportation of passengers, that is to say:

Whether the following changes, additions and regulations should be put into effect:

(1) That the said Nassau Electric Railroad Company cause all trains from Coney Island bound for New York to make a regular stop for taking on North-bound passengers, immediately North of Twenty-fifth Avenue.

(2) That said Company discontinue the use of the present station directly south of Twenty-fifth Avenue upon the East side of the tracks.

(3) That said Company construct a suitable shelter and enclosed waiting-room on the Northwest corner made by the intersection of the Company's private right of way and Twenty-fifth Avenue, to be situated so as not to interfere with the view of trains approaching from the North or the South.

(4) That said Company build a plank crossing of the usual type for the use of passengers crossing from the proposed shelter to the platform on the northerly side of the tracks, said planking to be about twenty feet wide.

(5) That said Company install a suitable system whereby to inform passengers as to whether the next New York bound train will leave from the yard north and west from the proposed shelter station, or from the platform on the northerly side of the private right of way.

And if any such changes, regulations, improvements and additions be found to be such as ought to be made as aforesaid, then to determine the details of such changes, improvements and additions and to determine what period would be a reasonable time within which the same should be directed and executed.

All to the end that the Commission may make such order or orders in the premises as shall be just and reasonable.

Further ordered, That the said Nassau Electric Railroad Company be given at least ten days' notice of such hearing, by service upon it, either personally or by mail, of a certified copy of this order, and that at such hearing said company be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

The Chairman designated Commissioner Bassett to conduct the hearing.

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(9)

The Secretary presented the following order:

COMPLAINT ORDER (No. 335).

William C. Stiles, Complainant,
against

Interborough Rapid Transit Company,
Defendant.

The order of the Commission, being Order No. 335, for satisfaction or answer within ten (10) days, as to ticket booths in the Subway station at Brooklyn Bridge, was approved, confirmed and ordered filed in the office of the Commission.

(10)

The Secretary presented a communication from Joseph G. Robin, transmitting a memorandum and map with regard to a proposed extension of the subway from East 177th Street and Boston Road to Pelham Bay Park, by way of Morris Park Avenue; suggesting that if this change be made the Westchester Avenue route be deflected toward the southeast, in order to serve the Throgg's Neck district; and offering further information, if desired. On motion, the communication was referred to Commissioner Eustis.

(11)

Commissioner Eustis moved the adoption of the following final order which was duly seconded:

FINAL ORDER (No. 336).

In the Matter
of

The Hearing on the Motion of the Commission, on the question of Repairs, Improvements and Additions to Equipment and Appliances, including rolling stock, of the Union Railway Company, in the particulars hereinafter set forth.

An order, known as Order Number 222, having been made by the Commission on the 28th day of January, 1908, directing that a hearing be held to inquire whether the equipment, appliances and devices of the Union Railway Company, in respect of transportation of persons or property in the First District, are unsafe, improper or inadequate, and whether repairs, improvements, changes and additions ought reasonably to be made in order to promote the security and convenience of the public and the employees of said company, and to secure adequate service or facilities for the transportation of persons or property, and if so, whether the repairs, improvements, changes or additions as in said order set forth are such as would be reasonable, safe, adequate and proper and ought reasonably to be made to promote such security and convenience of the public and said employees, and to secure adequate service and facilities for the transportation of passengers or property, and said order having been duly served on the Union Railway Company on the 29th day of January, 1908, and said service having been duly acknowledged by said company, and said hearing having been duly had in pursuance thereof before the Commission on the 10th day of February, 1908, the 19th day of February, 1908, and the 10th day of March, 1908, Commissioner Eustis presiding, Mr. Henry H. Whitman appearing as Counsel for the Commission, and Mr. George W. Davison appearing as Counsel for the Union Railway Company, and it appearing in the opinion and judgment of the Commission that the equipment, appliances and devices of the Union Railway Company, in respect of the transportation of persons or property in the City of New York, are unsafe, improper and inadequate, and that the repairs, improvements, changes and additions hereinafter directed ought reasonably to be made in order to promote the security and convenience of the public and the employees of said company, and to secure adequate service and facilities for the transportation of persons or property, and that the time hereinafter given within which to make such repairs, improvements, changes and additions is reasonable,

It is Ordered, That the cars of the said Union Railway Company receive a thorough inspection covering car bodies, motor and electric equipment, wiring and trucks, and that said cars be thoroughly overhauled and repaired, substantially as outlined in said Order Number 222, as thereafter amended; so that when completed their condition shall be substantially new, having safe, proper and adequate car bodies, car seats, wheel guards, head-lights, pilot boards, wiring, brasses, commutators, field coils, armature windings, trucks, brakes, controllers, automatic circuit breakers, resistances, axle gear wheels, armature pinions, car wheels, car lights, car wiring and lightning arresters; and it is further

Ordered, That the appliances and devices of said company be repaired, improved or changed, substantially as outlined in said Order Number 222, as thereafter amended, so that the same when completed shall be substantially new, having safe, proper and adequate drawbridge connections, including drawbridge track frogs, overhead trolley wires, span wires, pull-off and strain wires, pole brackets, feeder wires, lightning arresters, poles, troughs and other overhead appliances; and it is further

Ordered, That all of the open cars of said company be so repaired as aforesaid on or before the 31st day of May, 1908, and that all the closed cars of said company be so repaired as aforesaid on or before the 20th day of September, 1908, and that said repairs, changes, improvements and additions to said other appliances and devices of said company be completed on or before the 31st day of May, 1908; and it is further

Ordered, That the said Union Railway Company notify the Commission weekly in writing, in a form to be prescribed by the Commission, of the number of said cars so repaired as aforesaid, giving identification numbers thereof, and when and where the same can be inspected; and it is further

Ordered, That from and after the 23rd day of March, 1908, said Union Railway Company forward daily to the Commission a transcript of the daily entries in its so-called "run in" book or books, showing among other things which of said cars have been out of order, and in what respect; and it is further

Ordered, That said Union Railway Company notify this Commission in writing within five days after the service of this order whether its terms are accepted and will be obeyed.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(12)

Commissioner Eustis moved the adoption of the following final order, which was duly seconded:

FINAL ORDER (No. 337).

In the Matter
of

The Hearing on the Motion of the Commission on the Question of Improvements in and Additions to the Service and Equipment of the Interborough Rapid Transit Company, in the particulars hereinbelow mentioned.

Third Avenue Elevated.

Under Order for Rehearing No. 246, made February 7th, 1908.

This matter coming on upon the report of the rehearing under Order No. 221 had herein on the 17th day of February, 1908, and it appearing that said rehearing was held by and pursuant to an order of this Commission dated February 7th, 1908, No. 246, and returnable on the 17th day of February, 1908, and that the said order was duly served upon the Interborough Rapid Transit Company and that the said service was by it duly acknowledged and that the said rehearing was held by and before the Commission on the matters in said order for rehearing specified on February 17th, 1908, before Mr. Commissioner Eustis, presiding, Grosvenor H. Backus, Esq., Assistant Counsel, appearing for the Commission and Alfred A. Gardner, Esq., appearing for the Interborough Rapid Transit Company and proof being taken,

Now, after the proceedings upon said rehearing and after consideration of the facts, including those arising since the making of the Order No. 221, the Commission being of opinion that the original Order No. 221 for the improvement in and addition

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to the equipment and service of the Interborough Rapid Transit Company should be changed and modified in certain particulars,

Therefore, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered, That the Order No. 221, issued January 28, 1908, and directed to the improvement in and additions to the equipment and service of the Interborough Rapid Transit Company be and the same is hereby changed and modified to read as follows:

STATE OF NEW YORK, PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

In the Matter
of

The Hearing on the Motion of the Commission on the Question of Improvements in and Additions to the Service and Equipment of the Interborough Rapid Transit Company, in the particulars hereinbelow mentioned.

Third Avenue Elevated.

Under Order for Hearing No. 145, made December 9th, 1907, and

Order for Rehearing No. 246, made February 7th, 1908.

This matter coming on upon the report of the hearing had herein on the 20th day of December, 1907, and the adjournments thereof, and it appearing that the said hearing was held by and pursuant to an order of this Commission No. 145, made December 9th, 1907, and returnable on the 20th day of December, 1907, and that the said order was duly served upon the Interborough Rapid Transit Company and that the said service was by it duly acknowledged, and that the said hearing was held by and before the Commission on the matters in said order specified on the 20th day of December, 1907, and by adjournment duly had on the 26th day of December, 1907, and by adjournment duly had on the 21st day of January, 1908, and that at each of said sessions Mr. Commissioner Eustis presided and proof being taken and Grosvenor H. Backus, Esq., Assistant Counsel, appearing for the Commission at each of said sessions and Alfred A. Gardner, Esq., appearing for said Interborough Rapid Transit Company,

Now, the Commission being of the opinion after the proceedings upon the said hearing that the regulations, practices, equipment, appliances and service of the Interborough Rapid Transit Company in respect to the transportation of persons in the First District have been and are in certain particulars unreasonable, improper and inadequate and in the judgment of the Commission certain changes, improvements and additions thereto being such as ought reasonably to be made in the manner below set forth, in order to promote the security or convenience of the public or in order to secure adequate service and facilities for the transportation of passengers and it being the judgment of the Commission that the changes, additions and improvements in regulations, equipment, appliances and service of the said company as below set forth are such as are just, reasonable and proper and ought reasonably to be made to promote the security and convenience of the public,

Therefore, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered, as follows: that the Interborough Rapid Transit Company increase its said service upon its Third Avenue Elevated line in the particulars and in the manner hereinafter stated and at the times hereinafter set forth, except on Saturday afternoons, Sundays and holidays, to wit:

South Bound Service.

So that said company shall operate at least ninety-four (94) trains of seven (7) cars each, south bound, past 34th Street Station, between the hours of 7 A. M. and 9 A. M.

North Bound Service.

(1) So that said company shall operate at least fifteen (15) trains of seven (7) cars each north bound past 42nd Street Station, between 4.30 P. M. and 5.00 P. M., of which at least ten (10) trains of seven (7) cars each shall be Bronx Park trains.

(2) So that said company shall operate at least eighty-eight (88) trains of seven (7) cars each, north bound past 42nd Street Station, between 5.00 P. M. and 7.00 P. M., of which at least sixty-seven (67) trains of seven (7) cars each shall be operated to or north of Tremont Avenue Station.

And it is further Ordered, That this order take effect on or before the 18th day of March, 1908, and shall remain in force until modified by the further order of this Commission, but without prejudice to an order for further or additional hearings and action thereon by the Commission in respect to anything herein prescribed or in respect of anything covered by the order for hearing herein;

And it is further Ordered, That before the 18th day of March, 1908, the said Interborough Rapid Transit Company notify the Public Service Commission for the First District whether the terms of this order are accepted and will be obeyed.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(13) Commissioner Bassett moved the adoption of the following extension order, which was duly seconded:

EXTENSION ORDER (No. 338).

Bird S. Coler, President, Borough of
Brooklyn,

Complainant,

against

Nassau Electric Railroad Company,
Defendant.

"Repairs on Farragut road."

An order, No. 316, having been made herein on or about the 6th day of March, 1908, ordering and directing the Nassau Electric Railroad Company to inform the Public Service Commission for the First District, within five (5) days after service of said order, whether the terms are accepted and will be obeyed, and the said Nassau Electric Railroad Company having, on the 11th day of March, applied in writing for an extension of such time,

Now, on motion made and duly seconded, it is

Ordered: that the time within which the Nassau Electric Railroad Company shall make answer to said Order No. 316 be, and the same hereby is, extended to and including the 17th day of March, 1908.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(14) Commissioner Bassett moved the adoption of the following extension order, which was duly seconded:

EXTENSION ORDER (No. 339).

Bird S. Coler, President, Borough of
Brooklyn,

Complainant,

against

Brooklyn City Railroad Company, Brook-
lyn Heights Railroad Company, Nassau
Electric Railroad Company,
Defendants.

Repairs on Nassau Avenue, Franklin
Street, etc.

An order, No. 318, having been made herein on or about the 6th day of March, 1908, ordering and directing the Brooklyn City Railroad Company, the Brooklyn Heights Railroad Company, and the Nassau Electric Railroad Company, to inform the Public

Service Commission for the First District, within five (5) days after service of said order, whether the terms are accepted and will be obeyed, and the said Nassau Electric Railroad Company having, on the 11th day of March, applied in writing for an extension of such time,

Now, on motion made and duly seconded, it is

Ordered, That the time within which the Brooklyn City Railroad Company, the Brooklyn Heights Railroad Company, and the Nassau Electric Railroad Company, shall make answer to said Order No. 318 be, and the same hereby is, extended to and including the 17th day of March, 1908.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(15) The Secretary presented the following order:

COMPLAINT ORDER (No. 340).

Leonard Rose,
Complainant,
against

Coney Island and Brooklyn Railroad Com-
pany,
Defendant.

The order of the Commission, being Order No. 340, for satisfaction or answer within ten (10) days, as to service on Covert Avenue and Stanhope Street lines, was approved, confirmed, and ordered filed in the office of the Commission.

(16) The Secretary presented the following requisition of the Degnon Contracting Company, together with the certificate of the Chief Engineer approving same and Voucher No. 000828, as approved by the Committee on Audit:

THE DEGNON CONTRACTING COMPANY,
OFFICE OF THE CONTRACTOR, 60 WALL STREET,
NEW YORK, March 5, 1908.

Requisition No. 8—For work done and materials furnished under contract dated April 27th, 1907, for the construction of Section No. 9-0-2 of the Brooklyn Loop Lines of the Rapid Transit Railroad of the City of New York, to 29th day of February, 1908, as follows:

	For Month.	Total.
Total to date relative to the contract value of the whole work.....	\$89,266 10	\$592,551 35
Amount previously estimated.....		503,285 25
Amount of present estimate.....	\$89,266 10	\$89,266 10
Deduct 10%.....	8,926 61	8,926 61
Requisition for amount due for work done and materials furnished during the month.....	\$80,339 49	\$80,339 49

DEGNON CONTRACTING COMPANY,
By H. C. SANFORD, Chief Engineer.

Certificate No. 8—I hereby certify that the work done and materials furnished under contract dated April 27th, 1907, for the construction of Section 9-0-2 of the Brooklyn Loop Lines of the Rapid Transit Railroad of the City of New York, for which requisition No. 8 of date Mar. 5, 1908, is made by The Degnon Contracting Company, the Contractor, has been done and furnished in accordance with the terms of the contract to the value of Eighty Thousand, Three Hundred Thirty-Nine and 49/100 Dollars, that such value has been ascertained relatively to the contract value of the whole work, and that no certificate has previously been made for such work and materials.

HENRY B. SEAMAN,

Chief Engineer of the Public Service Commission for the First District.

The following resolution was thereupon moved and duly seconded:

Whereas, The Contractor, The Degnon Contracting Company, has made requisition on this Commission, numbered No. 8, and dated March 5, 1908, for work done and materials furnished under contract dated April 27th, 1907, for the construction of Section 9-0-2 of the Brooklyn Loop Lines of the Rapid Transit Railroad of the City of New York, to the 29th day of February, 1908, amounting to (\$80,339.49) Eighty thousand, three hundred and thirty-nine dollars and forty-nine cents, and

Whereas, Henry B. Seaman, Chief Engineer, has certified that the work done and the materials furnished have been done and furnished in accordance with the terms of the contract, that the value has been ascertained relatively to the contract value of the whole work, and that no certificate has been previously made for such work and materials,

Resolved: That this Commission hereby approves the said requisition and directs that the voucher be transmitted to the Comptroller for payment of the said amount.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(17) The Secretary presented the following requisition of the Cranford Company, together with the certificate of the Chief Engineer approving same and Voucher No. 000829, as approved by the Committee on Audit:

CRANFORD COMPANY,
OFFICE OF THE CONTRACTOR, 190 MONTAGUE STREET,
BROOKLYN, NEW YORK, February 29th, 1908.

Requisition No. 7—For work done and materials furnished under contract dated May 27, 1907, for the construction of the Rapid Transit Railroad of the City of New York, to 29th day of February, 1908, as follows:

	For Month.	Total.
Total to date relating to the Contract value of the whole work.....	\$60,146 40	\$304,535 50
Amount previously estimated.....		244,389 10
Amount of present estimate.....	\$60,146 40	\$60,146 40
Deduct 10%.....	6,014 64	6,014 64
Requisition for amount due for work done and materials furnished during the month.....	\$54,131 76	\$54,131 76

CRANFORD COMPANY, Contractor.
Per C. A. ANGELL, Treasurer.

Certificate No. 7—I hereby certify that the work done and materials furnished under contract dated May 27, 1907, for the construction of the Rapid Transit Railroad of the City of New York, for which Requisition No. 7 of date February 29, 1908, is made by Cranford Co., the Contractor, has been done and furnished in accordance with the terms of the contract to the value of Fifty-four Thousand One Hundred Thirty-one and 76/100 Dollars, that such value has been ascertained relatively to the contract value of the whole work, and that no certificate has previously been made for such work and materials.

HENRY B. SEAMAN,

Chief Engineer of the Public Service Commission
For the First District.

The following resolution was thereupon moved and duly seconded:

Whereas, The Contractor, Cranford Company, has made requisition on this Commission, numbered No. 7, and dated February 29, 1908, for work done and materials furnished under contract dated May 27, 1907, for the construction of the Rapid Transit Railroad of the City of New York, to the 29th day of February, 1908, amounting to (\$54,131.76) Fifty-four Thousand One Hundred and Thirty-one Dollars and Seventy-six cents, and

Whereas, Henry B. Seaman, Chief Engineer, has certified that the work done and the materials furnished have been done and furnished in accordance with the terms of the contract, that the value has been ascertained relatively to the contract value of the whole work, and that no certificate has been previously made for such work and materials,

Resolved, That this Commission hereby approves the said requisition and directs that the voucher be transmitted to the Comptroller for payment of the said amount.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(18)

The Secretary presented the following communication from the Counsel to the Commission:

March 12, 1908.

Public Service Commission for the First District:

SIRS—In accordance with a resolution recently passed by the Commission, directing me to prepare forms of resolutions for the condemnation of property required for the construction of the Brooklyn Loop Lines in Manhattan, I transmit herewith the necessary papers for instituting two condemnation proceedings. These are maps or plans, including a memorandum and a proposed resolution covering parcels of property known as 166 Centre Street, 157-163 Centre Street, 193-197 Centre Street, 199-201 Centre Street and a certain other parcel at the corner of Centre and Lafayette Streets; and also maps or plans, including a memorandum and a proposed resolution covering parcels of property known as 133-137 Centre Street, 139-143 Centre Street, 145-149 Centre Street, 151-155 Centre Street and 152-158 Centre Street.

There is now pending a proceeding to condemn parcels of property known as 142 Centre Street, 144 Centre Street, 146, 148 and 150 Centre Street, 111, 113, 115, 117, 119, 121, 123 and 125 Walker Street. This matter is returnable on the 24th inst.

The Commission has recently passed a resolution directing the Corporation Counsel to commence another proceeding to condemn parcels of property known as 156 Elizabeth Street, 154 Elizabeth Street, 170 and 170½ Bowery, 168 Bowery, 174 Bowery, 176 Bowery, 162 Elizabeth Street and 164 Elizabeth Street. It is proposed to condemn the fee of all the properties mentioned except 123-125 Walker Street, 156 Elizabeth Street, 154 Elizabeth Street, 162 Elizabeth Street and 164 Elizabeth Street, where permanent and temporary easements are to be taken.

The proceeding now pending to condemn the remaining parcels of property needed for the subway, 7-11 Cleveland Place, 3-5 Cleveland Place, 404 Broome Street, 402 Broome Street, 400 Broome Street, 398 Broome Street, 396 Broome Street, 185 Mulberry Street, 187-189 Mulberry Street and a certain Plot X situated on the south side of Delancey Street Extension between Cleveland Place and Mulberry Street, will have to be discontinued and a new proceeding instituted by reason of the change of route affecting the extent of the easements sought to be condemned.

I therefore enclose a form of resolution directing the Corporation Counsel to discontinue that proceeding. I have prepared and will submit, as soon as I am advised by the Corporation Counsel that the proceeding has been discontinued, new maps or plans, including a memorandum and proposed resolution. It is proposed to condemn the fee of these parcels last mentioned except 7-11 Cleveland Place, 398 Broome Street, 396 Broome Street and 185 Mulberry Street.

Respectfully yours,
(Signed) GEO. S. COLEMAN,
Counsel to the Commission.

The following resolution was moved and duly seconded:

Whereas, In pursuance of a resolution of the Commission, duly adopted on September 9th, 1907, the Corporation Counsel of The City of New York duly instituted condemnation proceedings to acquire certain permanent and perpetual underground rights, easements and rights of way and also certain temporary rights or easements for the construction, maintenance and operation in perpetuity of a rapid transit railroad, in accordance with the routes adopted by the Board of Rapid Transit Railroad Commissioners and duly approved by the Board of Estimate and Apportionment of The City of New York and by the Mayor of The City of New York and consented to by an order of the Appellate Division of the Supreme Court, First Judicial Department, in certain real property shown and described upon certain maps or plans marked "Public Service Commission for the First District, Chief Engineer's Office, Route No. 9-0-4. Drawing No. 1, August 13th, 1907, George S. Rice, Chief Engineer," and known as Nos. 396, 398, 400, 402 and 404 Broome Street, Nos. 1, 3, 5, 7, 9 and 11 Cleveland Place, 187 Mulberry Street, 189 Mulberry Street, and a certain plot shown on said maps or plans as "Plot X" in The City of New York, Borough of Manhattan, which said condemnation proceedings are still pending and undetermined, no commissioners having been appointed therein and the proceeding having been adjourned by the Court from time to time; and

Whereas, The Commission has duly approved of certain changes, recommended by the Chief Engineer, in details of construction within the scope of the routes adopted as aforesaid, which said changes affect the extent of said permanent and perpetual underground rights, easements and rights of way and said temporary rights or easements;

Now therefore it is Resolved, That the Corporation Counsel of The City of New York be and he hereby is directed to take the necessary legal steps to discontinue said pending condemnation proceedings, so far as the same in any manner affect the title to said real property, or any part thereof, or any right or easement therein.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

The following resolution was moved and duly seconded:

Whereas, The Chief Engineer has made and submitted four similar maps or plans of certain parcels of property in The City of New York, Borough of Manhattan, required for the construction, maintenance and operation of a part of the proposed Brooklyn Loop Lines of the Rapid Transit Railroad, including a certain station and station approaches or entrances to be constructed by the Degnon Contracting Company, in pursuance of a certain contract known as Contract 9-0-2 heretofore made by The City of New York, acting by the Board of Rapid Transit Railroad Commissioners and bearing date May 9, 1907, which said contract was thereafter duly modified by a contract of modification dated February 18, 1908, which said parcels of property consist of certain lots designated on said maps or plans as follows: Lot No. 17, known as Nos. 133-137 Centre Street and 112-114 White Street, Block No. 197, Section 1; Lot No. 14, known as Nos. 139-143 Centre Street, Block No. 197, Section 1; Lot No. 11, known as 145-149 Centre Street and 107 Walker Street, Block No. 197, Section 1; Lot No. 26, No. 27 and No. 28, known as 151-155 Centre Street, 106-108 Walker Street and 240 Canal Street, Block No. 197, Section 1; and Lot No. 27, known as Nos. 114-116 Walker Street, 152-158 Centre Street and Nos. 234-238 Canal Street, Block No. 198, Section 1; and

Whereas, A memorandum accompanying said maps or plans, and deemed a part thereof, has been made by authority of this Commission, clearly indicating the particular estate or estates, rights, terms, privileges, franchises or easements to be acquired or extinguished for the purposes of such construction, maintenance and operation in relation to said parcels of property shown upon the said maps or plans, said memorandum being substantially in the form following, to wit:

"Public Service Commission for the First District.

Memorandum indicating the particular estate or estates, rights, terms, privileges, franchises or easements to be acquired or extinguished in relation to each and every piece or parcel of property shown upon these maps or plans.

March 12, 1908.

An estate in fee simple absolute, free from all liens or encumbrances, in and to each and every piece or parcel of property shown upon these maps or plans, which said parcels are described as follows, to wit:

Lot No. 17. All that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Man-

hattan of The City of New York, in the County and State of New York, and bounded and described as follows: Beginning at the corner formed by the intersection of the northerly side of White Street with the westerly side of Centre Street; thence northerly along the westerly side of Centre Street ninety (90) feet eleven (11) inches to the southerly side of the lands formerly belonging to John Jay; thence westerly along the southerly side of said lands formerly belonging to John Jay fifty-eight (58) feet four (4) inches to the westerly side of the lands conveyed by the Mayor, Aldermen and Commonalty of the City of New York to the Trustees of the New York Dispensary by deed dated June 1, 1837, and recorded in the Office of the Register of the City and County of New York in Liber 379 of Conveyances at page 134 on June 21, 1837; thence southerly along the westerly side of the land so conveyed to the said Trustees of the New York Dispensary eighty-nine (89) feet to the northerly side of White Street; thence easterly along the northerly side of White Street fifty-four (54) feet six (6) inches to the point or place of beginning, be said several dimensions more or less, being the same premises conveyed by the Mayor, Aldermen and Commonalty of the City of New York to the Trustees of the New York Dispensary by two deeds, one deed dated June 16, 1828, and recorded in the office of the Register of the City and County of New York in Liber 240 of Conveyances at page 138 on August 5, 1828, and the other deed dated June 1, 1837, and recorded in the Office of the Register of the City and County of New York in Liber 379 of Conveyances at page 134 on June 21, 1837, excepting so much thereof as has been taken for the widening of Centre Street.

Lot No. 14. All those certain lots, pieces or parcels of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of the City of New York, in the County and State of New York, and being known as Lots 78, 79 and 80 annexed to deed made between Peter Augustus Jay and wife, William Jay and wife, Maria Banyer and Ann Jay, dated March 8th, 1831, and recorded in the office of the Register of the City and County of New York in Liber 274 of Conveyances at page 607 on June 30th, 1831, and bounded and described from said map as follows:

Beginning at a point on the westerly side of Centre Street, distant seventy-five (75) feet southerly from the southwesterly corner of Centre and Walker Streets, which point of beginning is at the division-line between Lots 77 and 80 as laid down on the aforesaid map; running thence westerly, along the southerly side of Lots 77, 76, 75 and 74, ninety-two (92) feet eight (8) inches to the northwesterly corner of Lot No. 80 as laid down on said map; thence southerly, along the westerly side of Lots 80, 79 and 78 as laid down on the aforesaid map, sixty-nine (69) feet three (3) inches more or less to the southwesterly corner of Lot 78 as laid down on the aforesaid map; thence easterly, along the southerly side of Lot 78, ninety-six (96) feet two (2) inches to the westerly side of Centre Street; and thence northerly, along the westerly side of Centre Street, seventy-one (71) feet nine (9) inches to the point or place of beginning, be said several dimensions more or less. Excepting, however, from the above described premises that portion which has been taken for the widening of Centre Street.

Lot No. 11. All that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of the City of New York, in the County and State of New York, bounded and described as follows: Beginning at a point on the southerly side of Walker Street, distant one hundred and twenty-seven (127) feet one (1) inch easterly from corner formed by the intersection of the southerly side of Walker Street and the easterly side of Elm Street, before Elm Street was widened; running thence southerly, at right angles to Walker Street and part of the way through a party wall, seventy-five (75) feet; thence easterly, parallel with Walker Street, forty-three (43) feet eleven (11) inches to the westerly side of Centre Street as now laid out; thence northerly, along the westerly side of Centre Street, seventy-five (75) feet to the corner formed by the intersection of the southerly side of Walker Street and the westerly side of Centre Street; and thence westerly, along said southerly side of Walker Street, forty-four (44) feet ten (10) inches to the point or place of beginning, be said several dimensions more or less.

Lot No. 26, No. 27, and No. 28 (Block No. 197). All that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan, of the City of New York, in the County and State of New York, bounded and described as follows: Beginning at the corner formed by the intersection of the southerly side of Canal Street with the westerly side of Centre Street and running thence southerly along the westerly side of Centre Street one hundred and three (103) feet eleven (11) inches to the corner formed by the intersection of the said westerly side of Centre Street with the northerly side of Walker Street and running thence westerly along the northerly side of Walker Street, forty-five (45) feet eleven (11) inches to the westerly side of the premises conveyed to John M. J. Labatut by deed recorded in the Office of the Register of the County of New York, in Liber 728 of Conveyances, p. 425; thence northerly along said westerly side of said premises fifty-seven (57) feet three (3) inches to the rear of said premises; thence easterly along the said rear of said premises ten (10) feet to the southwesterly corner of the premises conveyed to John M. J. Labatut by Deed recorded in the Office of the Register of the County of New York in Liber 754 of Conveyances page 34; thence northerly along the westerly side of said premises fifty-four (54) feet seven (7) inches to the southerly side of Canal Street; and thence easterly along the southerly side of Canal Street twenty-six (26) feet two (2) inches to the point or place of beginning, be said several dimensions more or less.

Lot No. 27 (Block No. 198). All that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of the City of New York, in the County and State of New York, bounded: Southerly by Walker Street; westerly by Centre Street; northerly by Canal Street, and easterly by a plot of ground known as No. 118 Walker Street. The premises hereby described, according to a survey thereof, made by Francis K. Ford, City Surveyor, dated March 4, 1905, are bounded and described as follows: Beginning at the corner formed by the intersection of the northerly side of Walker Street, with the easterly side of Centre Street; thence easterly along the northerly side of Walker Street, sixty-one (61) feet two and three-quarter (2¾) inches to the lot of ground known as No. 118 Walker Street; thence northerly along the lot of ground known as No. 118 Walker Street, sixty-four (64) feet eight and seven-eighths (8⅞) inches to the southerly side of Canal Street; thence westerly along the said southerly side of Canal Street, fifty-four (54) feet eleven and three-quarter (11¾) inches to the southeast corner of Canal Street and Centre Street; thence southerly along the said easterly side of Centre Street, eighty-two (82) feet four and three-quarter (4¾) inches to the northeast corner of Centre and Walker Streets at the point or place of beginning, be said several dimensions more or less. Being the same premises which belonged to the late Julia Holman at the time of her decease and known as Nos. 112, 114 and 116 Walker Street with the addition of a small fractional lot or gore at the southeast corner of Canal and Centre Streets. Said premises being known as Nos. 112, 114 and 116 Walker Street; Nos. 234, 236 and 238 Canal Street; and 154, 156 and 158 Centre Street.

The subway or structure of said railroad, including said station and station approaches or entrances, are to be constructed substantially as shown in said Contract 9-0-2, modified as aforesaid, and upon these maps or plans which are marked as follows:

"Public Service Commission for the First District, Chief Engineer's Office, Route 9-0-2, Drawing No. 38, March 2nd, 1908, Henry B. Seaman, Chief Engineer."

Said estates in fee simple in said parcels of property hereinabove described are required for the construction, maintenance and operation in perpetuity of a Rapid Transit railroad, including said station and station approaches or entrances, in accordance with the routes adopted by the Board of Rapid Transit Railroad Commissioners, by resolution adopted on the 25th day of May, 1905, and approved by the Board of Estimate and Apportionment of The City of New York on the 14th day of July, 1905, and approved by the Mayor of The City of New York on the 25th day of July, 1905, and consented to by an order of the Appellate Division of the Supreme Court, First Judicial Department, made and entered on the 12th day of March, 1907, which said railroad is further described in said contract, modified as aforesaid, for the construction of a part thereof made by The City of New York, acting by the said Board of Rapid Transit Railroad Commissioners, with the said Degnon Contracting Company;

Now therefore, it is resolved, That said maps or plans so made and prepared and said memorandum be and the same hereby are approved and adopted; that a

certificate of such approval and adoption and of the approval and adoption of said memorandum be written upon said maps or plans and signed by this Commission and by a majority of the Commissioners; that one of said maps or plans, including said memorandum, be filed in the Office of the President of the Borough of Manhattan, there to remain as a public record; that two of said maps or plans, including said memorandum, be transmitted to the Corporation Counsel of The City of New York, together with a copy of this resolution; that the remaining one of said maps or plans, including said memorandum, remain on file as a public record in the Office of this Commission; and that the Corporation Counsel be and he hereby is directed to take legal proceedings to acquire for The City of New York an estate in fee simple absolute, in and to the said parcels of property hereinabove described.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

The following resolution was moved and duly seconded:

Whereas, The Chief Engineer has made and submitted four similar maps or plans of certain parcels of property in The City of New York, Borough of Manhattan, required for the construction, maintenance and operation of a part of the proposed Brooklyn Loop Lines of the Rapid Transit railroad, including certain stations and station approaches or entrances to be constructed in part by the Bradley Contracting Company and in part by the Cranford Company, in pursuance of two certain contracts, one with said Bradley Contracting Company, known as Contract 9-0-1 and one with the said Cranford Company, known as Contract 9-0-3, which said contracts were heretofore made by The City of New York, acting by the Board of Rapid Transit Railroad Commissioners and bear date as follows: Contract 9-0-1, June 27th, 1907 and Contract 9-0-3, May 27th, 1907, which said Contract 9-0-3 was thereafter duly modified by a contract of modification, dated February 18th, 1908, which said parcels of property consist of certain lots designated on said maps or plans as follows: Lot No. 36, Block No. 155, Section 1 situated on the corner of Centre and Lafayette Streets; Lot No. 1, Block No. 207, Section 1 known as 166 Centre Street; Lot No. 19, Block No. 208, Section 1 known as Nos. 157-163 Centre Street and No. 239 Canal Street; Lot No. 16, Block No. 208, Section 1 known as Nos. 193-197 Centre Street; and Lot No. 14, Block 208, Section 1 known as 199-201 Centre Street and 1 Howard Street; and

Whereas, A memorandum accompanying said maps or plans and deemed a part thereof has been made by authority of this Commission, clearly indicating the particular estate or estates, rights, terms, privileges, franchises or easements to be acquired or extinguished for the purposes of such construction, maintenance and operation, in relation to said parcels of property shown upon said maps or plans, said memorandum being substantially in the form following, to wit:

"Public Service Commission for the First District.

Memorandum indicating the particular estate or estates, rights, terms, privileges, franchises or easements to be acquired or extinguished in relation to each and every piece or parcel of property shown upon these maps or plans.

March 1, 1908.

An estate in fee simple absolute, free from all liens or encumbrances, in and to each and every piece or parcel of property shown upon these maps or plans, which said parcels are described as follows, to wit:

Lot No. 36. All that certain lot, piece or parcel of land with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of The City of New York, in the County and State of New York, and bounded and described as follows:

Beginning at the corner formed by the intersection of the westerly line of Centre Street with the easterly line of Lafayette Street; thence running northerly along the westerly line of Centre Street eighty-five (85) feet one-half ($\frac{1}{2}$) inch, to the land heretofore conveyed by Peter Morris and wife to Walter Bowne; thence running westerly along the said land now or late of Walter Bowne thirty-two (32) feet eight (8) inches to the easterly line of Lafayette Street, and thence running southerly along the easterly line of Lafayette Street ninety-seven (97) feet two and one-half ($2\frac{1}{2}$) inches to the point or place of beginning, be said several dimensions more or less.

Lot No. 1. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of The City of New York, in the County and State of New York, bounded and described as follows: Beginning at the corner formed by the intersection of the easterly side of Centre Street with the northerly side of Canal Street; running thence southeasterly along the northerly line of Canal Street seventy-one (71) feet; thence northerly in a line drawn at right angles to Hester Street, thirty-nine (39) feet one (1) inch; thence westerly and parallel with Hester Street sixty-five (65) feet six (6) inches; to the easterly line of Centre Street, and thence southerly along the easterly line of Centre Street sixteen (16) feet seven (7) inches, to the point or place of beginning, be said several dimensions more or less.

Lot No. 19. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of The City of New York, in the County and State of New York, bounded and described as follows: Beginning at the corner formed by the intersection of the northerly side of Canal Street with the westerly side of Centre Street; running thence westerly along the northerly side of Canal Street thirty-seven (37) feet nine (9) inches; thence northerly in a direct line one hundred and fifteen (115) feet ten (10) inches; thence easterly at right angles to Centre Street thirty-one (31) feet to the westerly side of Centre Street and thence southerly along the same one hundred and twenty-two (122) feet nine and one-half ($9\frac{1}{2}$) inches to the point or place of beginning, be said several dimensions more or less.

Lot No. 16. All that certain lot, piece or parcel of land with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of The City of New York, in the County and State of New York, bounded and described as follows: Beginning at a point on the westerly side of Centre Street distant one hundred and twenty-two (122) feet nine and one-half ($9\frac{1}{2}$) inches northerly from the northwesterly corner of Centre and Canal Streets; running thence westerly at right angles to Centre Street seventy-eight (78) feet to the land now or late of Shearith Israel; thence northerly along the same seventy-five (75) feet to land now or late of Harriet Barthol; thence easterly along said land and along the land now or formerly belonging to John C. Butler and John J. Palmer, seventy-three (73) feet eleven (11) inches, to the westerly side of Centre Street, and thence southerly along the same seventy-five (75) feet to the point or place of beginning, be said several dimensions more or less.

Lot No. 14. All that certain lot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Borough of Manhattan of The City of New York, in the County and State of New York, bounded and described as follows: Beginning at the corner formed by the intersection of the southerly side of Howard Street with the westerly side of Centre Street; running thence southerly along the westerly side of Centre Street one hundred (100) feet eight and one-half ($8\frac{1}{2}$) inches to the land now or late of Peter Lorillard, Jr.; thence westerly along said land now or late of Peter Lorillard, Jr., thirty-eight (38) feet one (1) inch, to the land now or late of Thomas C. Butler; thence northerly along the said land now or late of said Butler one hundred (100) feet six (6) inches more or less, to the southerly side of Howard Street; and thence easterly along said southerly side of Howard Street thirty-six (36) feet five (5) inches to the point or place of beginning, be said several dimensions more or less.

The subway or structure of said railroad, including said stations and station approaches or entrances, are to be constructed substantially as shown in said contracts 9-0-1 and 9-0-3, said contract 9-0-3 having been modified as aforesaid, and upon these maps or plans, which are marked as follows: "Public Service Commission for the First District, Chief Engineer's Office, Route 9-0-1 and 9-0-3, Drawing No. 28, March 2nd, 1908, Henry B. Seaman, Chief Engineer."

Said estates in fee simple in said parcels of property hereinabove described are required for the construction, maintenance and operation in perpetuity of a Rapid Transit railroad, including said stations and station approaches or entrances, in accordance with the routes adopted by the Board of Rapid Transit Railroad Commissioners, by resolution adopted on the 25th day of May, 1905, and approved by the Board of Estimate and Apportionment of The City of New York, on the 14th day of July, 1905, and approved by the Mayor of The City of New York on the 25th day of July, 1905, and consented to by an order of the Appellate Division of the Supreme Court, First Judicial Department, made and entered on the 12th day of March, 1907, which said railroad is further described in said contracts for the construction of a part thereof

made by The City of New York, acting by the said Board of Rapid Transit Railroad Commissioners, with said Bradley Contracting Company and said Cranford Company, said last mentioned contract having been modified as aforesaid."

Now therefore, it is

Resolved, That said maps or plans so made and prepared and said memorandum be and the same hereby are approved and adopted; that a certificate of such approval and adoption and of the approval and adoption of said memorandum be written upon said maps or plans and signed by this Commission and by a majority of the Commissioners; that one of said maps or plans, including said memorandum, be filed in the office of the President of the Borough of Manhattan, there to remain as a public record; that two of said maps or plans, including said memorandum, be transmitted to the Corporation Counsel of The City of New York, together with a copy of this resolution; that the remaining one of said maps or plans, including said memorandum, remain on file as a public record in the Office of this Commission; and that the Corporation Counsel be and he hereby is directed to take legal proceedings to acquire for The City of New York an estate in fee simple absolute in and to the said parcels of property hereinabove described.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(19)

Commissioner Maltbie moved the adoption of the following rehearing order, which was duly seconded:

O-341

REHEARING ORDER (No. 341).

In the Matter
of the

Hearing on the Motion of the Commission on the Question of whether the Order heretofore made by the Commission on February 14, 1908, known as Order Number 260, directing the Third Avenue Railroad Company, Dry Dock, East Broadway & Battery Railroad Company, and the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company, or Frederick W. Whitridge, their Receiver, to turn out not fewer than three closed cars daily, not including Sundays and holidays, overhauled and repaired as provided in said order, and also to have all of their open cars so overhauled and repaired on or prior to the 1st day of May, 1908, should be modified in any respect because of lack of materials or facilities.

Whereas, A certain order was heretofore made by the Commission on February 14, 1908, known as Order Number 260, directing the Third Avenue Railroad Company, the Dry Dock, East Broadway & Battery Railroad Company, and the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company, or Frederick W. Whitridge, their Receiver, on and after March 2, 1908, to turn out not fewer than three closed cars daily, not including Sundays and holidays, overhauled and repaired as provided in said order, and also to have all of their open cars so overhauled and repaired on or prior to the 1st day of May, 1908; and

Whereas, Said Frederick W. Whitridge, as such Receiver, claims that because of lack of materials and facilities he is unable to obey said order or a certain part thereof;

Now therefore it is

Ordered, That a hearing be held on the 18th day of March, 1908, at 10:30 o'clock in the forenoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, Number 154 Nassau Street, Borough of Manhattan, City and State of New York, to inquire whether said Order Number 260 should be modified in any respect; and it is further

Ordered, That the Third Avenue Railroad Company, the Dry Dock, East Broadway & Battery Railroad Company, and the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company, or Frederick W. Whitridge, their Receiver, be given at least three days' notice of such hearing by service upon them personally or by mail of a certified copy of this order, and that at such hearing they be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

The Chairman designated Commissioner Maltbie to conduct the hearing.

(20)

Commissioner Maltbie—"The Bureau of Statistics has prepared a tentative classification for gas and electric companies within our jurisdiction, and a hearing has already been set for March 26. Requests have come from the Committees of the National Associations interested in these subjects for a conference open to those outside of the companies under our jurisdiction. I move, Mr. Chairman, that a public conference be called for March 26th, for which invitations shall be sent to the Committees of the National Associations, to the Commission for the Second District, to the Commission of Gas and Electricity of Massachusetts, and the Railroad Commission of Wisconsin, the two last named being the only Commissions outside of New York having power to deal with these matters. As there is great necessity for uniform methods, it would be advantageous to have representatives from all these Commissions present at this public conference."

The motion was duly seconded and carried.

(21)

Commissioner Maltbie—"A tentative classification for the accounts of electric railways has been prepared by the Interstate Commerce Commission after several conferences with the various state commissions having jurisdiction over street railways and with the officials of the companies. A conference will probably be called in Washington within the near future, at which time this classification will be considered. Before this conference is held, it would be wise, in my opinion, to have a conference with the street railway companies under the jurisdiction of the Commission. I, therefore, move, Mr. Chairman, that a public conference be held upon March 20th, at 2:30 P. M., in this office, to consider the classification for electric railways prepared by the Interstate Commerce Commission, and that the street railway companies under the jurisdiction of this Commission be requested to send representatives to this conference."

The motion was duly seconded and carried.

(22)

Commissioner McCarroll moved the adoption of the following hearing order, which was duly seconded:

O-342

HEARING ORDER (No. 342).

In the Matter
of

The Hearing on the Motion of the Commission as to the Regulations, Practices, Equipment and Service of the Brooklyn Heights Railroad Company, in the respects hereinafter mentioned.

It is hereby Ordered, That a hearing be had on the 26th day of March, 1908, at 2:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission at Number 154 Nassau Street, Borough of Manhattan, City and State of New York, to inquire whether the regulations, practices, equipment, appliances or service of the said company on its various lines in the City of New York, in respect to the transportation of persons, freight or property within the First District, are unjust, unreasonable, unsafe, improper or inadequate, and if it be so found then to determine whether changes in said regulations, practices, equipment, appliances or service, in the particulars following, at the place or places herein mentioned, would be just, reasonable, safe, adequate and proper and whether such changes shall be put in force, observed and used on the lines of said company, and also to inquire and determine whether repairs, improvements, changes or additions to or in the tracks or other property or device used by said company, in the particulars

following ought reasonably to be made in order to promote the security or convenience of the public or employees, or in order to secure adequate facilities for the transportation of persons, freight or property, namely:

Whether said company should be directed to equip all mail cars and all other cars operated on the lines of said company, which are not so equipped, with a vestibule on each platform similar in construction to the vestibules now installed upon the passenger cars operated by said company.

And if such changes, improvements and additions, or any of them, be such as ought to be made as aforesaid, then to determine what period would be a reasonable time within which the same ought to be directed to be executed.

All to the end that the Commission may make such order or orders in the premises as shall be just and reasonable.

Further Ordered, That the said Brooklyn Heights Railroad Company be given at least ten days' notice of such hearing, by service upon it, either personally or by mail, of a certified copy of this order, and that at such hearing said company be afforded all reasonable opportunity to present evidence and to examine and cross-examine witnesses as to the matters hereinbefore set forth.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(23)

Commissioner McCarroll reported that he had attended this morning the meeting of the Board of Estimate and Apportionment of the City of New York, and that the said Board had adopted a resolution approving the so-called Broadway-Lexington Avenue system and the modified contracts of the Brooklyn Loop Lines.

On motion, duly seconded, it was

Resolved, That the Counsel to the Commission be authorized and empowered to proceed with the getting of the necessary consents for the so-called Broadway-Lexington Avenue system.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(24)

On motion, duly seconded, it was resolved that Warren E. Thompson be appointed from the Civil Service list as Electrical Engineer for thirty days, at \$250 per month, to take effect from March 13, 1908.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(25)

On motion, duly seconded and carried, the action of the Commission of February 14, 1908, in terminating the appointment of John J. Halley, Transit Inspector, was rescinded.

The Secretary presented the resignation of John J. Halley, Transit Inspector, dated March 13, to take effect March 14, and on motion, duly seconded and carried, the resignation of John J. Halley, Transit Inspector, was accepted, to take effect March 14, 1908.

TRAVIS H. WHITNEY, SECRETARY.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }
March 4, 1908.

Hon. THEODORE A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882, as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, March 4, 1908:

First Class.

Peter J. Cullen, Rossville, Staten Island.
Joseph Zeller, No. 2 West Thirty-fourth street.

Second Class.

Milton Bertholf, No. 87 Front street.
Otto Bittner, No. 705 East One Hundred and Sixty-sixth street.
Edward L. Corwin, No. 117 Wall street.
John G. Carroll, No. 168 West Thirty-fourth street.
Thomas Giles, No. 18 Wall street.
Paul Geiger, No. 1945 Park avenue.
Alexand Hamilton, No. 88 Gold street.
James McDwyre, No. 14 Beekman street.
James B. Rutan, No. 201 West Fifty-fifth street.
William F. Brennan, No. 252 Moffatt street, Brooklyn.
Joseph Grogan, No. 365 Johnson avenue, Brooklyn.
Edward McGrath, Coney Island avenue, Brooklyn.
Frederick L. Fredricks, No. 65 Raymond street, Brooklyn.

Third Class.

George Blackwood, Park avenue, Forty-first to Forty-second street.
Frederick Dorschler, No. 106 Bleeker street.
James F. Doyle, Madison avenue and One Hundred and Nineteenth street.
Joseph Gogarty, Hunts Point road.
William Gailey, No. 171 West Seventy-first street.
William P. Green, foot of East Forty-second street.
Joseph Kemp, Pier 21, North River.
Louis Kreutzkamp, No. 43 West Fourth street.
George H. Weinand, No. 24 Broad street.
John Rowan, No. 1270 Madison avenue.
Chas. W. Lane, No. 10 Broad street.
Edward McGill, No. 55 West Twenty-third street.
Joseph H. O'Brien, No. 1297 Madison avenue.
Herman Raabe, No. 319 West Sixty-fourth street.
John O. Walls, Hunts Point.
Christopher P. Reilly, No. 6 Beaver street.
Peter McLeod, No. 12 East Thirty-first street.
Henry Schultz, No. 543 West Thirty-ninth street.
Felix Stephany, No. 601 West Fiftieth street.
Nicholas A. Schegolihin, Exterior street, One Hundred and Thirty-eighth to One Hundred and Fortieth street.
Augustus Williams, No. 44 Cedar street.
Isaac Duell, No. 28 Hanson place, Brooklyn.
Joseph Gaynor, No. 807 Humboldt street, Brooklyn.
Chas. Bohle, No. 353 Fulton street, Brooklyn.
Elmer Rust, Surf avenue and Jones Walk, Brooklyn.
Walter J. Cooke, No. 109 Broad street, Brooklyn.
Timothy J. Doran, No. 559 Fulton street, Brooklyn.
Chas. S. Montgomery, No. 335 Marcy avenue, Brooklyn.
Frank Callaghan, No. 335 Marcy avenue, Brooklyn.
John Leahy, foot of Gold street, Brooklyn.
Frederick L. Keinsey, foot of Twentieth street, Brooklyn.
Patrick Carroll, No. 481 Smith street, Brooklyn.

Special.

Stephen McKenna, foot of Forty-second street, Brooklyn.
William P. Meyers, No. 365 Jay street, Brooklyn.

Respectfully submitted,

HENRY BREEN, Lieutenant in Command.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad), }
March 5, 1908.

Hon. THEO. A. BINGHAM, Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, March 5, 1908:

First Class.

Chas. Busch, No. 359 Broadway.
Edward Fitzgerald, No. 314 West Fifty-fourth street.
John Moak, One Hundred and Seventy-third street and West Farms road.
John J. Sheridan, No. 243 East One Hundred and Ninth street.
Conrad Ehle, Kingsland avenue and Lombardy street, Brooklyn.
William Wills, No. 400 Furman street, Brooklyn.

Second Class.

Albert Beswick, No. 85 Cliff street.
John Barron, No. 5 Union square.
Thomas A. Cazalet, Nos. 1 and 3 East Fifty-first street.
Peter G. De Nyse, No. 34 Union square.
Herman Hermans, foot of East Ninety-sixth street.
Francis Hannon, Mariners Harbor, Staten Island.
Patrick Mitchell, No. 528 West Twenty-eighth street.
James S. Muir, No. 2383 First avenue.
William H. Rodgers, No. 26 Liberty street.
James Smith, No. 526 West Fifty-second street.
James L. Salmon, Thirty-eighth street and First avenue.
Henry Neidhart, No. 244 Meserole street, Brooklyn.
John McLernon, No. 100 North Sixth street, Brooklyn.
Stephen Trefern, Main street and Irving avenue, Brooklyn.
Gustav Boehler, Woodhaven avenue and Long Island Railroad, Brooklyn.
Benesickt Klein, No. 239 Pulaski street, Brooklyn.

Third Class.

August Badt, No. 125 East Fifty-seventh street.
Simon J. Boyce, No. 28 West Twenty-eighth street.
Chas. Bieselin, No. 4242 Park avenue.
Michael Brett, No. 343 West Forty-second street.
Harry J. Bartram, No. 310 West Sixty-third street.
James Buckley, Sedgwick and Bailey avenues.
Denis Callahan, Centre and Franklin streets.
Walter S. Davis, No. 304 Fourth avenue.
John Deanehan, No. 68 West End avenue.
Martin Donnegan, No. 186 Grand street.
Jacob Felder, foot of East Sixtieth street.
Thomas Flood, No. 12 East Thirty-first street.
John H. Farrell, No. 22 East Ninety-fifth street.
Robt. Lange, No. 33 Bleeker street.
Geo. Lederer, foot of East One Hundred and Thirty-eighth street.
Wilbur C. Lockwood, No. 620 West Twenty-fifth street.
John P. Malone, Southern Boulevard and Westchester avenue.
William Mulholland, No. 412 East Forty-second street.
Daniel McCole, No. 606 Broadway.
Thomas R. Nugent, foot of Delancey street.
Herbert E. Nelson, No. 136 William street.
Wm. F. Pugh, Pier 14, North River.
Francis Rooney, Fifth avenue and Fiftieth street.
Patrick Rice, First avenue, Thirty-ninth and Fortieth streets.
Patrick J. Reilly, No. 289 Ninth avenue.
Thomas H. Smith, No. 64 North Moore street.

Respectfully submitted,

HENRY BREEN, Lieutenant in Command.

DEPARTMENT OF DOCKS AND FERRIES.

New York, December 10, 1907.

The following communications were received, action being taken thereon as noted, to wit:

From the Board of Estimate and Apportionment (75093)—Transmitting certified copy of resolution adopted December 6, 1907, directing the heads of the various Departments, Bureaus and Divisions of the City Government not to incur any new or additional indebtedness payable from the funds provided by the issue of Corporate Stock heretofore authorized, without the approval of the Board, until further notice. Filed.

From the Corporation Counsel (74968)—Stating, in response to this Department's inquiry, that the powers of attorney by which Henry W. DeForest proposes to execute, on behalf of the owners, agreement to be executed by the Pennsylvania Railroad Company and the owners of the property in connection with the application of the company for permission to erect a steel freight shed upon the bulkhead platform north of One Hundred and Twenty-fifth street, Harlem River, are insufficient to authorize the execution of the agreement, and that such agreement should be executed by the executors and trustees of James Boorman Johnston, deceased. Pennsylvania Railroad Company notified as to opinion and, pending execution of a proper agreement, permission was granted for the erection of the shed, to continue only during the pleasure of the Commissioner.

From the Municipal Civil Service Commission—

1 (74849). Requesting, in connection with this Department's application for a promotion examination from the position of Marine Engineer to that of Mechanical Engineer, to be furnished with a statement of the duties of a Mechanical Engineer in this Department, and that the title be made more specific. Statement forwarded; requested that the title be made Mechanical Engineer (Marine).

2 (74878). Requesting to be furnished with the names of those employees who are eligible to take the promotion examination from Stoker and Piledriving Engineer to that of Marine Engineer. Information furnished.

3 (74944). Submitting list of persons eligible for appointment to the position of Water Tender. Frank H. Schubert appointed, with compensation at the rate of \$95 per month, while employed.

From the Fire Department (75087)—Submitting plan showing location of Fire Headquarters to be erected at One Hundred and Thirty-second street, Harlem River. Plan approved.

From the Water Register, Department of Water Supply, Gas and Electricity (75066)—Complaining that the outer end of Pier 6, East River, has been continuously congested by canal boats. Answered that the Dockmaster has been instructed to keep the end of the pier clear.

From the Department of Street Cleaning (75041)—Requesting permission to occupy floating dump on the bulkhead between West Sixteenth and West Seventeenth streets, North River, formerly occupied by Martin H. Healey. Permit granted, to continue during the pleasure of the Commissioner.

From Charles Mulford (75115)—Requesting permission to place a temporary movable shed, 9 feet long, 7 feet high and 4 feet 6 inches wide, at the berth occupied by him on Pier 56, North River. Permit granted, to continue during the pleasure of the Commissioner, the shed to be used as a shelter for a horse during the day and is not to be occupied at night.

From the Hudson Navigation Company (75053)—Requesting berth for steamer "Adirondack" at the West Fiftieth street pier, North River, and for the "C. W. Morse" either at the West Fifteenth or West Sixteenth street piers. Privilege granted to berth "Adirondack" on north side of West Fiftieth street pier and to berth the

"C. W. Morse" on the south side of pier foot of West Twenty-second street, North River, the privileges to continue during the pleasure of the Commissioner until April 30, 1908, compensation for each boat to be at regular wharfage rates, payable to the Dockmaster.

From Tinsley Brothers (75035)—Requesting permission to build two coal pockets and screening tower between Rider avenue and Mott Haven Canal, south of One Hundred and Thirty-eighth street, Borough of The Bronx. Permit granted, the work to be done under the supervision of the Engineer-in-Chief, in accordance with plans submitted as amended.

From the Oak Point Land and Dock Company (74923)—Requesting permission to build a bulkhead platform on its property between Truxton and Tiffany streets, East River, Borough of The Bronx. Permit granted, the work to be done in accordance with plans submitted, and under the supervision of the Engineer-in-Chief.

From John P. Kane Company (75052)—Requesting an extension of time within which to complete the delivery of cement called for under Contract No. 1073. Extension granted to and including March 2, 1908.

From the Phoenix Construction Company (74873)—Requesting an extension of time within which to complete the construction of new ferry terminal at Stapleton, Borough of Richmond, under Contract No. 1023. Extension granted to and including December 13, 1907.

From the Interborough Rapid Transit Company (75104)—Requesting consent to the assignment from the Interborough Rapid Transit Company to the Manhattan Railway Company of the beneficial interest in the lease from The City of New York to said Interborough Rapid Transit Company, dated June 29, 1905, covering certain land under water in the vicinity of One Hundred and Fifty-ninth street and Harlem River. Filed, the request having been withdrawn.

From W. M. Tooker, Jr. (75080)—Stating that on November 13, 1907, Miss A. C. Cannon sustained personal injuries as a result of walking off a flight of steps leading to the North Shore trains at St. George, S. I., and asking that the matter be given attention. Notified that any claims should be presented to the Comptroller for adjustment.

From the Hudson Companies (74983)—Requesting the Department to relay the asphalt pavement southerly of Pier 42, North River, on the marginal street. Engineer-in-Chief directed to make repairs and report the cost for collection.

From John Fence, Jr. (75078)—Requesting that his title be changed from Deck-hand to Marine Stoker. Filed, additional Marine Stokers not being needed.

From the Superintendent of Docks—

1 (75077). Recommending that the permit to Mary Wells for maintenance of boat-house foot of West One Hundred and Fifty-fifth street, North River, be revoked as of December 1, 1907, on account of the work of improvement thereat. Permit revoked, to take effect January 1, 1908.

2 (75042, 75071). Recommending that the permit to William Bradley for space 30 by 100 feet between Eightieth and Eighty-first streets, North River, be revoked, and that the permits to James Donovan, for portable stands foot of Chambers and Cortlandt streets, North River, be revoked, the permittees not having availed themselves of the privileges. Permits revoked, as of the date of issuance.

From John J. Herrick, Mechanical Engineer (75106)—Transmitting requisition for water for testing boilers and hose of ferryboat "Stapleton" and asking that an order be issued to the Croton Water Company covering same. Approved.

From the Superintendent of Ferries (75119)—Preferring charges of insolence and uncivil conduct against Benjamin Weatherwax, Financial Clerk (ticket agent). Weatherwax notified to appear for a hearing.

The Engineer-in-Chief reported the following work superintended under Bureau orders:

No. 4947. Placing of filling in rear of bulkhead wall at Old Slip Section, East River, by John Fleming.

No. 5800. Driving of fender piles at Piers 17 and 18, East River, by Fulton Market Fishmongers' Association.

No. 5630. Repairs to Pier (old) 27, East River, and shed, by New England Steamship Company.

No. 5706. Alterations to office building and boiler room foot of Burgher avenue, Borough of Richmond, by Frank McWilliams.

Permission (75034) was granted the "New York Herald," in connection with its maintenance of Ship News Office, to berth launch between the rack of the Barge Office and the ferry platform of Manhattan terminal of Staten Island Ferry, the space to be subject to use by this Department in the landing of coal and other supplies, from time to time, as may be required. The permit is revocable at the pleasure of the Commissioner.

The Municipal Civil Service Commission was requested to authorize the reassignment of Herman E. Hoffstadt, Oiler.

J. A. BENSEL, Commissioner.

New York, December 11, 1907.

The following communications were received, action being taken thereon as noted, to wit:

From the Mayor (74925)—Transmitting copy of communication from the State Board of Tax Commissioners requesting to be furnished with information in regard to grade crossings, etc., on property under the jurisdiction of this Department. Requested to advise definitely as to information desired.

From the Commissioners of the Sinking Fund (73719)—Transmitting copy of communication received from the Local Boards of the Morrisania and Chester Districts, urging the acquisition by the City of properties necessary for the municipal operation of a ferry between the Borough of The Bronx and the Borough of Queens. Filed.

From the Corporation Counsel (74992)—Transmitting, as requested by this Department, form of covenant requiring lessees to furnish a bond in double the amount of the annual rental reserved upon the execution of the lease, and providing for the substitution of sureties whenever so ordered by the Commissioner. Filed.

From the Department of Street Cleaning (75085)—Transmitting copy of communication forwarded to the President of the Borough of Brooklyn requesting that in the laying of the sewer foot of Gold street, Brooklyn, the Department of Street Cleaning be left in possession of the dump thereat. Filed.

From the Fire Department (74953)—Submitting for approval plans of building proposed to be erected as a fire headquarters on the pier foot of Thirty-fifth street, North River. Answered that the plans, as amended by this Department, are satisfactory, and that the fence at the location in question must be kept within the area allotted to the Fire Department.

From the Department of Correction (74763)—Requesting that repairs be made to float foot of One Hundred and Thirty-eighth street, East River, and to the south dock at Harts Island, Long Island Sound. Order issued for repairs to the south dock, the float foot of One Hundred and Thirty-eighth street being in satisfactory condition.

From the Department of Public Charities (74539, 74616)—Requesting that repairs be made to the coal dock at the Home for the Aged and Infirm on Blackwells Island, East River, and to the bakery dock on Blackwells Island. Repairs ordered.

From the Bureau of Buildings for the Borough of The Bronx (74990)—Transmitting copy of communication alleging that work is being done by Tinsley Bros. at One Hundred and Thirty-eighth street, Mott Haven Canal, Borough of The Bronx, without a permit. Answered that the work being done at the locality in question is covered by a permit from this Department.

From the Pennsylvania Railroad Company (75118)—Requesting permission to place a tar kettle on the marginal street area foot of Desbrosses street, North River. Permit granted, upon the usual terms, the kettle to be placed under the supervision of the Engineer-in-Chief.

From James Shewan & Sons (75113)—Requesting permission to dredge at floating dry dock between Twenty-sixth and Twenty-seventh streets, Brooklyn. Permit granted, the work to be done under the supervision of the Engineer-in-Chief.

From W. Ross Martin (75057)—Requesting a reduction in the area of Lot No. 185, at the Raunt, Jamaica Bay, Borough of Queens, from 6,000 square feet to 3,600 square feet. Permit granted for the reduced area, to commence May 1, 1908, and to continue during the pleasure of the Commissioner until May 1, 1912, rental to be at the rate of \$42.20 per annum, payable in advance to the Cashier.

From the Commercial Coal Company (75037)—Requesting permission to place a tally house and platform scale on the approach to the pier between Fifty-first and Fifty-second streets, Brooklyn, in connection with the company's occupation of a berth thereat. Permit granted, the work to be done under the supervision of the Engineer-in-Chief, house and scales to remain during the pleasure of the Commissioner, any pavement disturbed to be relaid by the permittee.

From William J. Rague (75012)—Requesting permission to use and occupy a room on the lower floor of the ferry terminal building at St. George, S. I. Privilege granted for room, to be designated by the Superintendent of Ferries, to be used from 4 a. m. to 6 a. m. daily, to continue during the pleasure of the Commissioner until April 30, 1908, rental to be at the rate of \$150 per annum, payable monthly in advance to the Cashier.

From William H. Spooner (74017)—Requesting permission to occupy a space about 50 feet wide at the foot of Layton avenue, Throggs Neck, Borough of The Bronx. Denied.

From George B. Post & Sons, Architects (75132)—Stating that final calculations show increases in the loadings at the column foundations of the Thirty-ninth Street Ferry terminal, Borough of Brooklyn, and suggesting it would be wise to increase the foundations for a few of the columns. Notified that if any amendment be necessary a change should be made in the structure itself, rather than an increase in the number of piles or the size of the concrete caps.

From the American Ice Company (75099)—Requesting, that in view of the fact that the bulkhead westerly of Pier (old) 53, East River, Borough of Manhattan, is in process of condemnation, the order of this Department under date of December 2, 1907, to the company for the placing of the premises in safe condition be modified so as to permit the erection of fence around the bulkhead. Permit granted for the fencing off of the premises, the work to be done under the supervision of the Engineer-in-Chief.

From Edward F. Lafferty, Jr. (75079)—Stating he has purchased the interest of P. O'Connor in building erected on Lot 25 of Block 15, Broad Channel, Jamaica Bay, Borough of Queens, and asking that the permit for the occupation of the premises be transferred to his name. Permit transferred to Lafferty as requested.

From the Compania Trasatlantica (75024)—Complaining of the berthing of canal boats at Pier 8, East River, and the slip adjoining, preventing the berthing of the company's boats at the pier. Filed, the Dockmaster having been notified to keep the slips adjoining the pier in question clear so as to permit the berthing of the Spanish line's steamers.

From Augustus Delorme (75019)—Notifying the Department of damage sustained by the canal boat "Simeon Delorme" on November 19, 1907, due to the swells from the municipal ferryboat "Queens." Answered that the ferryboat's captain has no knowledge of the matter and that all claims against the City are adjusted by the Comptroller.

From the Carbon Transportation Company (75014)—Submitting bill for damage alleged to have been done to its coal boat "Reliance" on November 16, 1905, by the ferryboat "Queens." Answered that all claims against the City are adjusted by the Comptroller.

From the National Sugar Refining Company (73687)—Requesting permission to construct a pier and shed thereon between Pier and Dock streets, Long Island City, Borough of Queens. Notified that according to Department's records the grant of land under water over which it is proposed to erect the pier has expired, and requested to furnish information as to present conditions.

From John J. O'Keefe (75059)—Requesting leave of absence from his position as Marine Stoker in the Department, to cover a period of three months from December 16, 1907. Granted.

From the Superintendent of Ferries (75117)—Reporting that Charles J. McCabe, Dock Laborer, died on December 3, 1907. Name dropped from the list of employees.

From the Auditor (75058)—Reporting that the Department of Water Supply, Gas and Electricity will not pay this Department's bill for the maintenance and operation of the launch "Bronx" while in the service of that Department. Ordered charged off as uncollectible.

In accordance with the directions of the Commissioner (74797), the permit granted Joseph Moore on December 4, 1907, for the storage of lumber, etc., on the pier foot of West Seventeenth street, North River, in connection with the construction of a sewer thereat, was revoked as of the date of issuance, the permit not being necessary.

The following Department Order was issued:

No.	Issued To and For.	Price.
23602.	The Croton Water Company, testing boilers and hose on ferryboat "Stapleton"	\$67 50

A report (75143) was received from the Engineer-in-Chief to the effect that the slips at the St. George terminal of the Staten Island ferry had been swept and cleared of obstructions. Frederick E. Driggs notified.

J. A. BENSEL, Commissioner.

New York, December 12, 1907.

The following communications were received, action being taken thereon as noted, to wit:

From the Lehigh Valley Railroad Company (75128)—Requesting permission to make general repairs, as may be required, to its waterfront property in the Borough of Manhattan. Permit granted, to continue during the pleasure of the Commissioner for the year 1908, subject to the usual conditions, work to be done under the supervision of the Engineer-in-Chief.

From the Central Railroad Company of New Jersey—

1 (75124). Requesting permission to make general repairs, as may be required, to its waterfront property in The City of New York. Permit granted, upon the usual terms, to continue during the pleasure of the Commissioner for the year 1908, work to be done under supervision of Engineer-in-Chief.

2 (75174). Suggesting a change in the description of the property in the vicinity of Third and Lincoln avenues, Borough of The Bronx, Harlem River, contained in form of lease of such property to the company. Answered it is deemed advisable to execute lease in its present form.

Benjamin M. Weatherwax, Financial Clerk (75119), appeared before the Deputy Commissioner in answer to the charges preferred against him on December 10, 1907, and after a hearing was reprimanded and ordered back to work.

A detailed statement (75306) setting forth the reasons for this Department's favoring the passage of bill H. R. 31, providing for the establishment of a light and fog signal station at the southwesterly end of Governors Island, was forwarded to Daniel J. Riordan, member of Congress.

In accordance with the provisions of section 867-A of the Greater New York Charter, the following wharf property belonging to The City of New York was, by order of the Commissioner (75179), assigned, designated and reserved for general wharfage purposes, to wit: Pier 11, East River (or Wall Street Pier West), between Old Slip and Wall street; Pier 33, East River (or Rutgers Slip Pier West), between Pike Slip and Rutgers Slip; Pier 36, East River (or Jefferson Street Pier East), between Jefferson street and Clinton street; the northerly side of Pier 37, East River, foot of Clinton street; Pier 5, East River, between Broad street and Coenties Slip (subject to the provisions of section 854 of the Greater New York Charter); and Pier 6, East River, foot of Coenties Slip (subject to the provisions of section 854 of the Greater New York Charter).

J. A. BENSEL, Commissioner.

LAW DEPARTMENT.

The following schedules form a brief extract of the transactions of the office of the Corporation Counsel for the week ending March 7, 1908, as required by section 1546 of the Greater New York Charter.
Note—The City of New York or the Mayor, Aldermen and Commonalty of The City of New York is defendant, unless otherwise mentioned.

SCHEDULE "A."

Suits and Special Proceedings Instituted.

Court.	Register and Folio.	When Commenced.	Title of Action.	Nature of Action.
Supreme...	70 162	Mar. 2, 1908	Williams Engineering and Contracting Co. (ex rel.) vs. Herman A. Metz	Mandamus to compel payment of certain sum on contract for sewer, Webster ave., Harlem River.
Supreme...	70 163	Mar. 2, 1908	Crane, C. Austin (ex rel.), vs. John F. Ahearn	Mandamus to compel certification of bill for surveying 211th st. and 10th ave.
Supreme...	70 164	Mar. 2, 1908	New York Investment and Improvement Co. vs. The Portland Realty Co. et al.	To foreclose mortgage.
Sup., Q. Co.	70 165	Mar. 2, 1908	Henry, Armstead C. and ano. vs. Veronica Perls et al.	To foreclose mortgage.
Supreme...	70 166	Mar. 2, 1908	O'Brien, William F. (ex rel.), vs. Edmond J. Butler	Mandamus to compel reinstatement as Inspector, Tenement House Dept.
Municipal...	70 167	Mar. 2, 1908	Johnson, John	Personal injuries, struck by falling smoke ventilator, ferryboat "Nassau," \$500.
Supreme...	70 168	Mar. 2, 1908	Di Christofaro, Michele, vs. Theodore A. Bingham	To restrain interference with premises 234 Avenue A.
Supreme...	70 169	Mar. 2, 1908	Lamonia, Achille, and ano., vs. Theodore A. Bingham	To restrain interference with premises 2184 2d ave.
Supreme...	70 170	Mar. 2, 1908	Scully, Margaret, vs. John A. Donegan et al.	To foreclose mortgage.
Supreme...	70 171	Mar. 2, 1908	Caravella, Joseph J., vs. Theodore A. Bingham	To restrain interference with premises 299 Willis ave., The Bronx.
Municipal...	70 172	Mar. 2, 1908	Smith, John H., vs. Thomas F. O'Connor..	Summons only served.
Municipal...	70 173	Mar. 2, 1908	Gallon, Thomas, vs. Thomas F. O'Connor..	Summons only served.
Sup., K. Co.	70 174	Mar. 2, 1908	Bray, George E.	For loss of services of wife, injured, fall, ice, Henry st., Brooklyn, \$15,000.
Supreme...	70 175	Mar. 2, 1908	Concord Construction Co. vs. Guthrie B. Plante et al.	To foreclose lien.
Sup., K. Co.	70 176	Mar. 2, 1908	Bray, Margaret.	Personal injuries, fall, ice, Henry and Harrison sts., Brooklyn, \$50,000.
Supreme...	70 178	Mar. 3, 1908	Currie, Frederick, and ano., vs. Mary Sullivan et al.	To foreclose mortgage.
Supreme...	70 179	Mar. 3, 1908	Buttenwieser, Joseph L., vs. Solomon Drummer et al.	To foreclose mortgage.
Municipal...	70 180	Mar. 3, 1908	Igel, Max	Overflow of sewer, \$500.
Sup., K. Co.	70 181	Mar. 3, 1908	Harley, James, vs. Arci Construction Co. et al.	To foreclose lien.
Supreme...	70 177	Mar. 3, 1908	Henning, Katie, Matter of)	For order dispensing with lost mortgage.
Sup., K. Co.	70 183	Mar. 4, 1908	Von Bargaen, Edward (ex rel.), vs. Theodore A. Bingham....	Certiorari to review dismissal from Police Department.
Supreme...	70 184	Mar. 4, 1908	Baltimore Bridge Co. vs. The City et al.	To foreclose lien.
Supreme...(12)	119	Mar. 4, 1908	Kanton, Leopold, and ano. (In re)	To reduce assessment for regulating, etc., Edgecombe ave., from 147th to 154th st.
Sup., K. Co.	70 187	Mar. 4, 1908	Wardell, Ella E.	Personal injuries, fall, ice, 4th ave., Brooklyn, \$10,000.
Municipal...	70 188	Mar. 5, 1908	Ross, David B., et al..	To recover amount deposited in court to await disposition of case, \$115.
Supreme...	70 189	Mar. 5, 1908	Rafferty, William B. (ex rel.), vs. Board of Education et al.	Mandamus to compel recognition as Principal of Elementary Schools.
U. S. Dist..	70 190	Mar. 5, 1908	City of New York vs. steam lighter "Leonard J. Busby"	For injury to steam launch "Veloxy" in collision with steam lighter "Busby," \$3,072.20.
Supreme...	70 191	Mar. 5, 1908	Brinckmann, Henry (Matter of)	For order dispensing with lost mortgage.
Supreme...	70 192	Mar. 5, 1908	Clark, Cyrus, et al. (Matter of)	For cancellation of bond given by Hamilton Bank.
Sup., K. Co.	70 193	Mar. 5, 1908	McLoughlin, Charles, vs. John Reilly et al..	To foreclose mortgage.
Supreme...	70 194	Mar. 6, 1908	Bogert, Marston T., vs. George W. McAdam et al.	To foreclose mortgage.
U. S. Dist..	70 195	Mar. 6, 1908	The City of New York vs. Steam Dredge No. 1.	For injury to fireboat "Booty," running into cable used for mooring Dredge No. 1, \$800.
Supreme...	70 196	Mar. 6, 1908	Bernstein, Martha.	Summons only served.
Supreme...	70 197	Mar. 6, 1908	O'Brien, Edward F., adm'r	For death of intestate, struck by plank, pier, West 57th st., \$10,000.
Supreme...	70 198	Mar. 6, 1908	O'Neill, Hugh J. (ex rel.), vs. Frank L. Polk et al.	Mandamus to compel certification of payroll as Bookkeeper, Finance Department.
Supreme...	70 199	Mar. 6, 1908	Ryan & Parker (ex rel.), vs. Herman A. Metz	Mandamus to compel payment of claim for constructing Riverside drive, 135th to 145th st.
Municipal...	70 200	Mar. 6, 1908	Poteris, Stavros, vs. Thomas F. O'Connor..	Action in replevin to recover diamond ring.
Sup., K. Co.	70 201	Mar. 7, 1908	Magrino, Frank J. (ex rel.), vs. Theodore A. Bingham	Certiorari to review dismissal from Police Department.
Sup., K. Co.	70 202	Mar. 7, 1908	Castagnino, Charles (ex rel.), vs. Theodore A. Bingham	Certiorari to review dismissal from Police Department.
Supreme...	70 203	Mar. 7, 1908	City of New York vs. Brooklyn City R. R. Co. et al.	To enjoin operation of railroad over Liberty and Washington sts., Brooklyn.
Sup., K. Co.	B.	Mar. 3, 1908	City of New York vs. Brooklyn Heights Railroad Co.	For injury to fire engine, collision with car, \$1,100.

"Prevailing Rate of Wages" Actions.

Register and Folio.	When Commenced.	Title of Action.	Nature of Action.
70 182	Mar. 4, 1908	Fitzgerald, Joseph.	Fireman, Department of Charities, \$1,093.84.
70 185	Mar. 4, 1908	Callahan, Denis.	Engineer, Department of Public Buildings, \$120.

SCHEDULE "B."

Judgments, Orders and Decrees Entered.

Joseph Raccina—Order entered discontinuing action without costs.
People ex rel. Michael R. Brennan vs. T. A. Bingham—Order entered granting relator's motion for peremptory writ of mandamus.
Henry Botsch—Entered judgment in favor of the defendant dismissing the complaint and for \$110.65 costs.
People ex rel. William F. O'Brien vs. E. J. Butler—Entered order discontinuing certiorari proceeding without costs.
George Blakely—Entered order discontinuing action without costs.
People ex rel. City Island Land and Dock Company vs. F. A. O'Donnel et al. (1904 and 1905); People ex rel. Same vs. F. Raymond et al. (1906); People ex rel. Same vs. L. Purdy et al. (1907)—Orders entered referring causes to Thomas F. Gilroy, Jr., Esq.
Esther Barnett—Entered order discontinuing action without costs.
People ex rel. Mary Leslie vs. J. V. Coggey—Entered order denying relator's motion for peremptory writ of mandamus.
John Jackman—Entered judgment in favor of the defendant dismissing the complaint and for \$1,075.27 damages and costs.
William Kerner vs. T. A. Bingham et al.—Entered order denying plaintiff's motion to continue injunction.
John O'Connor—Entered order on remittitur from Court of Appeals affirming judgment dismissing complaint, with costs to defendants in all courts.
Nathan Gliboff vs. T. A. Bingham et al.; Morris Taxier vs. Same; New German Theatre Company vs. Same—Entered orders denying plaintiff's motions to continue injunctions.
People vs. George B. McClellan—Order entered granting plaintiff's motion for leave to examine tally sheets.
Margaret Byrne—Appellate Division order entered reversing judgment in favor of plaintiff and granting a new trial unless plaintiff stipulates to reduce judgment to \$500 and costs.
Frank B. Phillips—Entered judgment on Appellate Division order of affirmance for \$208.65 costs in favor of defendant.
New York Juvenile Asylum—Entered judgment on Appellate Division order of affirmance for \$71.25 costs in favor of defendant.
Pier (old) 11, East River, Dock (In re Edith C. Iselin et al.) (In re New York and Baltimore Transportation Company)—Filed enrollment on Appellate Division order of affirmance for \$107.45 costs in favor of City of New York.
Jacob M. Leonhardt (No. 1)—Entered Appellate Term order affirming judgment in favor of the defendant with costs.
People ex rel. Edith C. Bryce et al. vs. F. A. O'Donnel et al. (1904 and 1905)—Orders entered reducing assessments on relators' real property for 1904 and 1905 to \$156,500.
Edward D. Smith—Entered order granting plaintiff's motion for a retaxation of costs.
Bianca Leroy Ettlinger—Appellate Term order entered reversing judgment in favor of defendant, and directing a new trial with costs to abide the event.
People ex rel. Alfred Griffin vs. E. J. Butler—Entered order discontinuing mandamus proceeding without costs.
People ex rel. Walter C. Scott vs. T. A. Bingham—Entered order denying relator's motion for peremptory writ of mandamus.
Theodore Cantrinis and another vs. T. A. Bingham—Entered order discontinuing action without costs.
Rose C. Hoyer vs. J. T. Oakley et al.—Entered judgment in favor of the defendants on the merits and for \$135 costs.
John Ragonetti vs. City of New York et al.—Entered order changing venue of action to New York County.
People ex rel. William J. Burns vs. W. F. Baker et al.—Entered Appellate Division order reversing order granting motion for mandamus and denying same with costs. Entered judgment on Appellate Division order of reversal for \$71.60 costs in favor of defendants.
People ex rel. William Berlin vs. T. A. Bingham—Entered Appellate Division order dismissing writ of certiorari and confirming determination of defendant with costs. Entered judgment on Appellate Division order dismissing writ of certiorari for \$58.60 costs in favor of defendant.
Mary E. Schultz—Entered Appellate Division order affirming judgment on Trial Term in favor of defendant. Entered judgment on Appellate Division order of affirmance for \$128.60 costs in favor of defendant.
Mechanics Bank—Entered order granting defendant's motion to interplead Thomas J. McLaughlin as defendant.
Samuel H. Wilson—Entered judgment in favor of the defendant dismissing the complaint and for \$27.91 costs.
Charles Frederick, an Infant—Entered judgment in favor of the defendant on the merits and for \$36.91 costs.

Judgments Were Entered in Favor of the Plaintiffs in the Following Actions.

Date.	Name.	Register and Folio.	Amount.
Feb. 6, 1908	Lawler, Kearney C.	59 253	\$630 57
Feb. 27, 1908	Metz, Otto.	69 34	336 90
Mar. 2, 1908	Smith, Rebecca.	48 4	150 00

SCHEDULE "C."

Record of Court Work.

William F. O'Brien—Motion for leave to appeal to Appellate Division submitted at Appellate Term. Decision reserved. T. F. Noonan for the City.
Rudolph Werner vs. Henry Shill—Motion to dismiss action for lack of prosecution submitted to O'Gorman, J. Decision reserved. S. Berrick for the City. "Motion granted."
Pier 51, East River, Dock; Piers 32 and 33, East River, Dock; Hamilton Place School Site—Motions to appoint Commissioner of Appraisal in place of Thomas P. Dinneen, resigned, submitted to Truax, J., and granted. C. D. Olendorf for the City.
Harry Rosenfeld—Tried before Dowling, J., and a jury. Complaint dismissed. J. G. Britt for the City.
Elizabeth Kallage—Tried before Ford, J., and a jury. Verdict for plaintiff for \$3,000. F. X. McQuade for the City.
People ex rel. New York Central and Hudson River Railroad Company vs. G. W. Priest et al.—Reference proceeded and adjourned. C. A. Peters for the City.
Jacob Shapiro—Submitted at Appellate Division. Decision reserved. T. Connolly for the City.
Adam P. Dienst—Argued at Appellate Division. Decision reserved. T. Farley for the City.
People ex rel. Edward G. Tully vs. T. F. Smith—Argued at Appellate Division. Decision reserved. W. B. Crowell for the City.

Edward V. Smith—Motion for a retaxation of costs submitted to O’Gorman, J. Decision reserved. J. R. Salmon for the City. “Motion granted.”
Jacob Winterstein—Tried before Bischoff, J., and a jury. Complaint dismissed. T. G. Price for the City.
Florina Capparelli vs. T. F. O’Connor—Tried before Hoyer, J., in Municipal Court. Judgment for plaintiff for \$20. W. H. Doherty for the City.
In re Christopher Weight—Motion for order directing Register to discharge mortgage submitted to O’Gorman, J. Decision reserved. C. A. O’Neil for the City.
Clinton Beckwith—Tried before Erlanger, J., and a jury. Juror withdrawn. R. P. Chittenden for the City.
Robert Engle—Tried before Wilson, J., and a jury in Municipal Court. Complaint dismissed. J. W. Goff, Jr., for the City.
People ex rel. H. A. La Chicotte vs. J. W. Stevenson—Reference proceeded and adjourned. W. B. Crowell for the City.
Joseph M. Tilden vs. Board of Education—Tried before Maddox, J., and a jury. Verdict directed for plaintiff for \$50. S. O’Brien for the City.
People ex rel. Tubular Despatch Company vs. G. W. Priest et al (1906); People ex rel. New York Mail and Newspaper Transportation Company vs. Same (1906 and 1907); People ex rel. Pneumatic Service Company vs. Same (1907)—Reference proceeded and adjourned. A. B. Scoville for the City.
City of New York vs. Union Railway Company—Argued at Appellate Division. Decision reserved. T. Farley for the City.
People ex rel. James G. Collins vs. J. F. Ahearn—Submitted at Appellate Division. Decision reserved. T. Connolly for the City.
Morris Bercovitz—Tried before Ford, J., and a jury. Complaint dismissed. C. F. Collins for the City.
Margaret Fitzgerald—Tried before Andrews, J., and a jury. Complaint dismissed. J. W. Goff, Jr., for the City.
Margaret Kelly—Tried before Andrews, J., and a jury. Jury disagreed. J. A. Stover for the City.
People ex rel. Union Railway Company vs. G. W. Priest et al.—Reference proceeded and adjourned. C. A. Peters for the City.
People ex rel. Manhattan Railway Company vs. F. A. O’Donnel et al.—Reference proceeded and closed. A. B. Scoville for the City.
John J. Simmons Company—Tried before McLaughlin, J., in Municipal Court. Judgment for plaintiff for \$100. L. T. Hildreth for the City.
People ex rel. Joseph Polchinski vs. P. J. Reville—Motion for peremptory writ of mandamus submitted to O’Gorman, J., and granted. R. H. Mitchell for the City.
People ex rel. Mary Leslie vs. J. V. Coggey—Motion for peremptory writ of mandamus submitted to Fitzgerald, J. Decision reserved. W. B. Crowell for the City. “Motion denied.”
People ex rel. Edith C. Bryce et al. vs. F. A. O’Donnel et al.—Motion to modify Referee’s report argued before Truax, J. Decision reserved. R. M. deAcosta for the City.
Albert Tietz—Complaint dismissed by default before MacLean, J. J. G. Britt for the City.
Mary Foley—Complaint dismissed by default before Dowling, J. J. G. Britt for the City.
Mollie Eichner vs. T. F. O’Connor—Tried before Sanders, J., in Municipal Court. Judgment for plaintiff. W. H. Doherty for the City.
Ezra D. Bushnell—Tried before Crane, J., and a jury. Jury disagreed. E. Lazansky for the City.
Otto Metz—Tried before Meagher, J., in Municipal Court. Judgment for plaintiff for \$300. D. D. Whitney for the City.
Margaret Kelly—Argued at Appellate Division. Decision reserved. J. D. Bell for the City.
Michael J. Dady—Reference proceeded and adjourned. E. Lazansky for the City.
John J. Gutheil—Tried before Clark, J., and a jury. Verdict for plaintiff for \$2,782. Motion to set aside verdict argued. Decision reserved. E. H. Wilson for the City.
Ridgewood Baseball Club vs. T. A. Bingham et al.—Complaint dismissed by default before Kelly, J. E. Lazansky for the City.
Michael J. Dady—Reference proceeded and adjourned. E. Lazansky for the City.
Cornelius H. Nugent—Tried before Jaycox, J., and a jury. Verdict for E. Lazansky for the City.
People ex rel. Charles Reith vs. N. J. Hayes—Reargued at Appellate Division. Decision reserved. J. D. Bell for the City.
Thomas J. Waring—Argued at Appellate Division. Decision reserved. J. D. Bell for the City.
Mary A. Kelly—Tried before Kelly, J., and a jury. Verdict for plaintiff for \$1,500. Motion to set aside verdict argued. Decision reserved. J. W. Covert for the City.
People ex rel. Frank Jenkins vs. A. Kuhne; People ex rel. August Kuhne vs. J. A. Burr, etc.—Argued at Appellate Division. Decision reserved. E. Lazansky for the City.
People ex rel. Herman Ringleman vs. T. A. Bingham; People ex rel. Theodore T. Thayer vs. Same—Submitted at Appellate Division. Decision reserved. J. D. Bell for the City.
People ex rel. George W. Hackett vs. T. A. Bingham; William J. Purdy; John J. Abbott vs. Board of Education—Argued at Appellate Division. Decision reserved. J. D. Bell for the City.
Mechanics Bank—Motion to interplead Thomas J. McLaughlin as defendant submitted to Crane, J., and granted. S. K. Probasco for the City.
Margaret Orsee; William Orsee—Tried before Maddox, J., and a jury. Complaints dismissed. E. Lazansky for the City.
John Ragonetti vs. H. Mee et al.—Motion to change venue to New York County submitted to Crane, J., and granted. S. K. Probasco for the City.

Hearings Before Commissioners of Estimate in Condemnation Proceedings.

Brooklyn Bridge, two hearings; Pier 36, East River, Dock; Pier 53, East River, Dock; Fifteenth to Eighteenth Street, North River, Dock; Brooklyn Bridge (Vaults and Arches), one hearing each. C. D. Olendorf for the City.
Rapid Transit (Westchester Avenue); Twentieth and Twenty-first Streets School Site, two hearings each; Hester and Baxter Streets School Site, one hearing. J. J. Squier for the City.

SCHEDULE "D."

Contracts, etc., Drafted, Examined and Approved as to Form.

Department.	Contracts Approved as to Form.	Contracts Examined and Returned for Revision.	Advertisements Approved as to Form.
Borough Presidents	12	..	4
Department of Charities.....	7	..	4
Fire Department	4	..	4
Park Department	3	1	3
Department of Correction.....	2	..	2
Police Department	2	..	1
Health Department	2
Department of Water Supply, Gas and Electricity	1	2	1
Dock Department	1	..	1
Department of Bridges.....	1	..	1
Bellevue and Allied Hospitals.....	1
Total.....	36	3	21

Bonds Approved.	
Finance Department.....	10
City Clerk	1
Total.....	11

Leases Approved.	
Street Cleaning Department.....	1
Dock Department	1
Total.....	2

Agreements Approved.	
Board of Estimate and Apportionment.....	1

SCHEDULE "E."

Opinions Rendered to the Various Departments.

Department.	Opinions Rendered.
Finance Department	15
Dock Department	4
Borough Presidents	2
Board of Water Supply.....	2
City Clerk	2
Board of Assessors.....	1
Board of Aldermen.....	1
Municipal Civil Service Commission.....	1
Bellevue and Allied Hospitals.....	1
Board of Education.....	1
Trustees, College of The City of New York.....	1
Police Department	1
Tenement House Department.....	1
Department of Buildings.....	1
Board of Estimate and Apportionment.....	1
Sinking Fund Commissioners.....	1
Total.....	36

FRANCIS K. PENDLETON, Corporation Counsel.

BOARD OF ESTIMATE AND APPORTIONMENT.

EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, MARCH 13, 1908.

RAPID TRANSIT RAILWAYS.

Modification of Lexington Avenue Route; Modification of Gerard Avenue Route; Canal Street Route.

Consideration of the communication, dated February 5, 1908, from the Public Service Commission for the First District, transmitting resolutions adopted by that body, modifying the routes and general plans of the proposed rapid transit railways along Lexington avenue, Gerard avenue and other streets in the Boroughs of Manhattan and The Bronx, and transmitting resolutions adopting route and general plans for a proposed rapid transit railway under and along Canal street, in the Borough of Manhattan, and requesting the approval and consent of this Board to the construction of rapid transit railways in accordance therewith.

This communication was presented to the Board at its meeting of February 7, 1908, and by resolution adopted on that date, February 14 was fixed for consideration, when the matter was referred to a Select Committee consisting of the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan and The Bronx, and further consideration was postponed until February 28, when consideration was postponed until this day. At the meeting of February 7, the Chief Engineer was directed to confer with the Chief Engineer of Sewers for the Borough of Manhattan and the Chief Engineer of the Public Service Commission, concerning the effect of the proposed changes upon the existing sewerage system.

The Secretary presented the following:

REPORT No. 50.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
February 13, 1908.

Hon. GEORGE B. MCCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—At the meeting of the Board of Estimate and Apportionment held on February 7, 1908, there was presented a communication from the Public Service Commission for the First District transmitting resolutions providing for modifications of the Rapid Transit routes heretofore laid out, and February 14 was fixed as the date for a public hearing for their consideration. The Chief Engineer of the Board was at the same time instructed to confer with the Chief Engineer of Sewers for the Borough of Manhattan and the Chief Engineer of the Public Service Commission concerning the effect of these proposed changes upon the existing sewerage system.

While the short time has not permitted of a careful study, I have, in accordance with the instructions of the Board, conferred with the Chief Engineer of Sewers for the Borough of Manhattan and the Chief Engineer of the Public Service Commission, and find that the proposed changes will not have a serious effect upon the present drainage system of the Borough of Manhattan, these changes, so far as they relate to the Borough of Manhattan, being confined to the new section, which would leave Broadway at Tenth street and pass under private property to the foot of Irving place at Fourteenth street, thence through Irving place under Gramercy Park and along Lexington avenue to Thirty-sixth street. While there would doubtless be interference with some of the existing sewers, none of the important drainage lines will be disarranged. The plans also contemplate the construction of a crosstown line under Canal street from Chrystie street, at the Manhattan end of the Manhattan Bridge, to West street, with a loop at the westerly end. This subway is designed to pass under all of the existing and proposed north and south lines, and will be at such a depth that there will be no interference with the present sewers. I may say, therefore, that the proposed changes in the Borough of Manhattan will involve no serious drainage problems. The entire scheme of underground rapid transit railroads as planned, including those to be built by the City and those under construction by public service corporations, will present very serious problems, and will probably make it necessary to revise the entire sewerage system of Manhattan. This subject, however, is not now under consideration, and I do not think it was intended that it should be discussed in connection with this proposed change.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

The Comptroller as Chairman of the Select Committee presented the following report:

BOARD OF ESTIMATE AND APPORTIONMENT,
CITY OF NEW YORK,
March 10, 1908.

To the Board of Estimate and Apportionment:

GENTLEMEN—The undersigned, your committee, appointed at a meeting of the Board held February 14, 1908, to consider and report upon the communication from the Public Service Commission for the First District, dated February 5, 1908, proposing certain modifications to the routes heretofore approved by this Board; to wit: The Lexington avenue route and the Gerard avenue subway route, and submitting a new route under and across Canal street, would report as follows:

Your committee has held a public hearing, and has also conferred with the Commissioners of the Public Service Commission for the First District.

At the public hearing, objection was made to the Lexington avenue route as proposed to be extended, passing under the edifice known as Grace Church, located between Broadway and Fourth avenue, north of Tenth street. After consultation with the Commissioners of the Public Service Commission, it was found that the line could easily be deflected from a position under the structure to a position passing to the east of the same. With that understanding, your committee has no hesitation in approving the proposed modification.

The additional branch line under Mott avenue and East One Hundred and Fifty-first street, in the Borough of The Bronx, the additional spur at One Hundred and Thirty-eighth street connecting with the Southern boulevard and Westchester avenue route and the increase in trackage from three to four and two to three in other portions of the Lexington avenue route, appear to us to be desirable in view of the large traffic which the experience with the present subway has shown was underestimated. For the same reason, we approve the additional tracks proposed to be placed upon the Gerard avenue subway route, as proposed by the Commission.

As regards the third proposition, to wit: The laying out of the new route under and across Canal street, from the approach to the Manhattan Bridge at Chrystie street to West street, we are of the opinion that such a line is necessary for the continuation of the Brooklyn lines, more particularly the Fourth avenue subway, in order that a distribution of traffic may be made of Brooklyn passengers across the entire width of Manhattan Island, thus avoiding congestion at the entrance of the Manhattan Bridge, and also at the City Hall station.

Your committee would, therefore, recommend the approval of the modifications in the Lexington avenue route and the Gerard avenue subway route, and of the new route in Canal street as proposed by the Public Service Commission for the First District.

Respectfully,

H. A. METZ,
Comptroller.

T. P. SULLIVAN,

Acting President of the Board of Aldermen.

JOHN F. AHEARN,

President of the Borough of Manhattan.

LOUIS F. HAFFEN,

President of the Borough of The Bronx.

The President of the Borough of The Bronx made the following statement:

"I signed this report on the condition that the easterly route through One Hundred and Thirty-eighth street to the Southern boulevard and to and through Westchester avenue, to Pelham Bay Park, also the White Plains route from the West Farms road at One Hundred and Seventy-seventh street to Becker avenue or Baychester avenue, Wakefield, and the Morris avenue route from the intersection of Third avenue, Morris avenue and One Hundred and Thirty-eighth street through Morris avenue to One Hundred and Sixty-first street, thence westerly to connect with Gerard avenue, which routes have heretofore been adopted and approved, will be considered for construction when the necessary moneys become available for rapid transit in The Bronx and that these easterly sections through White Plains road, Westchester and Morris avenues be taken up simultaneously with the construction of the extensions through Gerard and Jerome avenues."

The Chair directed that the remarks of the President of the Borough of The Bronx be printed in the minutes as an appendix to the report of the above Select Committee, and on motion of the Comptroller the Secretary was instructed to transmit a copy thereof to the Public Service Commission for the First District for its information and for such action as it may deem proper.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, duly determined upon a route or routes and general plan of construction of a rapid transit railway for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did, by resolution of May 12, 1905, adopt such route or routes and general plan, being more particularly described as the "Lexington Avenue Route;" and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners transmitted to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for such route or routes, as adopted, and the said Board of Estimate and Apportionment, after due consideration, as provided by law, by resolution duly adopted July 14, 1905, and approved by the Mayor July 28, 1905, by a majority vote according to law pertaining to each member of the Board, did approve such plans and conclusions and consent to the construction of a railway or railways in accordance therewith; and

Whereas, Chapter 429 of the Laws of 1907, abolished the Board of Rapid Transit Railroad Commissioners, and created the Public Service Commission for the First District, and conferred upon the said Commission all the powers and duties conferred and imposed by any statute of this State upon the Board of Rapid Transit Railroad Commissioners; and

Whereas, The Public Service Commission for the First District, constituted pursuant to the provisions of chapter 429 of the Laws of 1907, has duly determined upon a modified route or routes and general plan of construction of a rapid transit railway for the conveyance of persons and property, to be established in said City, in addition to the already existing lines, and did, by resolution of February 4, 1908, adopt such route or routes and general plan, being more particularly described as "Modification of Lexington Avenue Route;" and

Whereas, Thereafter said Public Service Commission for the First District did transmit to the Board of Estimate and Apportionment a copy of the plans and conclusions modifying the route and general plan of the aforesaid Lexington Avenue Route, which plans and conclusions were received by said Board of Estimate and Apportionment on the 7th day of February, 1908, at a meeting of said Board of Estimate and Apportionment duly held on said day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such modified plans and conclusions, to wit: the 14th day of February, 1908, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on February 14, 1908, proceeded with such consideration and postponed further consideration until February 28, 1908, and on that date postponed further consideration until March 13, 1908, when said consideration was concluded; and

Whereas, The modifications and amendments of the said route and general plan are hereinafter set forth in the resolutions of said Public Service Commission for the First District, adopted February 4, 1908, and which resolutions are as follows:

Resolutions Adopted by the Public Service Commission for the First District, February 4, 1908.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York did, on the 12th day of May, 1905, adopt certain routes and general plan for a rapid transit railway in The City of New York, a copy of which is hereto annexed, entitled "Copy Routes and General Plan adopted the 12th day of May, 1905," and which route is known as the Lexington Avenue Route, and

Whereas, The said routes and general plan were afterwards duly approved by the Board of Estimate and Apportionment of The City of New York, on the 14th day of July, 1905, by the Mayor of The City of New York on the 28th day of July, 1905, and were duly approved by Commissioners appointed by the Appellate Division of the Supreme Court in the First Judicial Department, which consent was duly confirmed by the said Appellate Division and its consent given to the said routes and general plans in lieu of the consent of the owners of a majority in value of the property along the said route, by an order entered on the 19th day of October, 1906, and

Whereas, The Public Service Commission for the First District as the successor of the Board of Rapid Transit Railroad Commissioners for The City of New York, pursuant to the provisions of chapter 429 of the Laws of 1907, has duly made the inquiries and investigation necessary or proper in the premises, and has determined that the modification and amendment of the said routes and general plan hereinafter set forth is necessary for the interest of the public and of The City of New York and should be established as hereinafter provided, now, therefore, be it

Resolved, That subject to the approvals and consents to be first obtained, as in this resolution hereinafter mentioned, the said routes and general plan heretofore adopted by the said Board of Rapid Transit Railroad Commissioners for The City of New York be and they hereby are modified and amended in the following respects:

(1) By inserting after the following words in the first paragraph under the head of Section 5-C:

"thence curving northeasterly under private property into Park avenue and running northeasterly along Park avenue to"

the words:

a point at or near the intersection of East One Hundred and Thirty-fifth street, where the lines will diverge, one line continuing northeasterly along Park avenue to

and by adding at the end of such paragraph the words:

; and the other of said branches continuing northeasterly under Park avenue, private property and under the tracks of the New York Central and Hudson River Railroad Company and under East One Hundred and Thirty-eighth street and private property into Mott avenue; thence running along and under Mott avenue to a point between East One Hundred and Fiftieth street and East One Hundred and Fifty-first street; thence curving northwesterly into East One Hundred and Fifty-first street and continuing northwesterly under East One Hundred and Fifty-first street to a point between Walton avenue and Gerard avenue, curving thence northerly into Gerard avenue to a junction with a certain rapid transit route heretofore authorized and known as the Gerard avenue route. And also a spur beginning at a point in the Borough of The Bronx under private property in the centre line of the branch just described, situated about three hundred (300) feet south of East One Hundred and Thirty-eighth street, and curving thence northeasterly under private property, Mott avenue and private property into East One Hundred and Thirty-eighth street to a point near the intersection of East One Hundred and Thirty-eighth street and Park avenue; running thence easterly under East One Hundred and Thirty-eighth street to a point near Third avenue, where a connection can conveniently be made with a rapid transit route heretofore duly authorized and known as the Southern Boulevard and Westchester avenue route.

So that said first paragraph under the heading of Section 5-C shall read as follows:

Section 5-C. A route, the centre line of which shall begin in the Borough of Manhattan at or near the intersection of the southerly line of East One Hundred and Twenty-ninth street with the centre line of Lexington avenue at the northerly end of Section 5-O above described; running thence northerly under Lexington avenue to the Harlem River and under and across the Harlem River to the Borough of The Bronx and to a point in the northeasterly side of the said river at or near the point where the said northeasterly side is intersected by the easterly side of Park avenue; thence curving northeasterly under private property into Park avenue and running northeasterly along Park avenue to a point at or near the intersection of East One Hundred and Thirty-fifth street, where the lines will diverge, one line continuing northeasterly along Park avenue to East One Hundred and Thirty-eighth street, near which point spurs or connections will be constructed as hereinafter stated, and thence still northeasterly and northerly along Park avenue and under East One Hundred and Forty-ninth street to the northerly side of said street, near which point a spur will be constructed as hereinafter stated; and thence still northerly and northeasterly along Park avenue to its intersection with East One Hundred and Fifty-sixth street; and the other of said branches continuing northeasterly under Park avenue, private property and under the tracks of the New York Central and Hudson River Railroad Company and under East One Hundred and Thirty-eighth street and private property into Mott avenue; thence running along and under Mott avenue to a point between East One Hundred and Fiftieth street and East One Hundred and Fifty-first street; thence curving northwesterly into East One Hundred and Fifty-first street and continuing northwesterly under East One Hundred and Fifty-first street to a point between Walton avenue and Gerard avenue, curving thence northerly into Gerard avenue to a junction with a certain rapid transit route heretofore authorized and known as the Gerard Avenue Route. And also a spur beginning at a point in the Borough of The Bronx under private property in the centre line of the branch just described, situated about three hundred (300) feet south of East One Hundred and Thirty-eighth street, and curving thence northeasterly under private property, Mott avenue and private property into East One Hundred and Thirty-eighth street to a point near the intersection of East One Hundred and Thirty-eighth street and Park avenue; running thence easterly under East One Hundred and Thirty-eighth street to a point near Third avenue, where a connection can conveniently be made with a rapid transit route heretofore duly authorized and known as the Southern Boulevard and Westchester Avenue Route.

(2) By adding after the paragraph headed Section 5-D a new paragraph as follows:

Section 5-E. A route the centre line of which shall begin in the Borough of Manhattan at a point in Lexington avenue north of East Thirty-sixth street, where Section 5-D above described curves westerly into East Thirty-sixth and Thirty-fifth streets; thence running southerly along Lexington avenue to the intersection of Lexington avenue and Gramercy Park; thence southerly through and under Gramercy Park to its intersection with Irving place; thence still southerly along and under Irving place and crossing under East Fourteenth Street, private property and East Thirteenth street to a point in private property between East Thirteenth street and East Twelfth street, curving thence southwesterly under private property, East Twelfth street, Fourth avenue and the present Rapid Transit Railway structure in Fourth avenue to a point in private property between Fourth avenue and Broadway at about East Eleventh street, curving thence southerly under private property into Broadway at a point near East Ninth street, at which a junction can be conveniently made with Section 5-D above described.

(3) By striking out from the portion of the said routes and general plan headed General Plan of Construction the words in the second paragraph thereof, as follows, to wit:

"For the route running northerly from East One Hundred and Twenty-ninth street and Lexington avenue and under the Harlem River, and Park avenue, and other streets, known as Section 5-C, including the various spurs above described, there shall be two tracks, except that in the loop north of East One Hundred and Fifty-second street there shall be one track."

—and by inserting in the place and stead of the words thus stricken out the following words, to wit:

For the route running northerly from East One Hundred and Twenty-ninth street and Lexington avenue under the Harlem River and Park avenue and other streets to East One Hundred and Thirty-fifth street, where the lines diverge as above described there shall be four tracks. For the branch of such road running through Mott avenue to East One Hundred and Fiftieth street there shall be four tracks, and for the remainder of such branch through East One Hundred and Fifty-first street into Gerard avenue and for the spur included in said branch running easterly through East One Hundred and Thirty-eighth street to Third avenue there shall be three tracks. For the branch of said route running northerly from East One Hundred and Thirty-fifth street and through Park avenue and other streets including the various spurs above described, there shall be two tracks, except that in the loop north of East One Hundred and Fifty-second street there shall be one track.

—and by adding at the end of said paragraph the words:

For the portion of the route known as Section 5-E above described and running southerly through Lexington avenue, Gramercy Park and Irving place and private property to Broadway there shall be four tracks. So that the whole of said paragraph shall read as follows:

For the route running under Lexington avenue from about East Forty-third street to East One Hundred and Twenty-ninth street, known as Section 5-O, there shall be four tracks. For the route running westerly and southwesterly from the southerly end of Route 5-O under East Forty-second street, and known as Section 5-A, there shall be four tracks. For the route running northerly from Lexington avenue and East One Hundred and Twenty-ninth street under the Harlem River, Third avenue and Morris avenue, known as Section 5-B, there shall be four tracks up to the point where the said route begins to curve in order to join the subway at East One Hundred and Forty-ninth street, and from that point there shall be two tracks. For the route running northerly from East One Hundred and Twenty-ninth street and Lexington avenue under the Harlem River and Park avenue and other streets to East One Hundred and Thirty-fifth street, where the lines diverge as above described, there shall be four tracks. For the branch of such road running through Mott avenue to East One Hundred and Fiftieth street there shall be four tracks, and for the remainder of such branch through East One Hundred and Fifty-first street into Gerard avenue and for the spur included in said branch running easterly through East One Hundred and Thirty-eighth street to Third avenue there shall be three tracks. For the branch of said route running northerly from East One Hundred and Thirty-fifth street and through Park avenue and other streets including the various spurs above described, there shall be two tracks, except that in the loop north of East One Hundred and Fifty-second street there shall be one track. For the route running southerly from a point near East Forty-third street and Lexington avenue, known as Section 5-D above described, there shall be four tracks as far south as the point between East Thirty-sixth and East Thirty-seventh streets, where the line diverges as above described; there shall be two tracks from the point of divergence through East Thirty-sixth street and Fifth avenue to the point where the lines reunite; and two tracks from the point of divergence through Lexington avenue and East Thirty-fifth street to the said point in Fifth avenue, where the lines reunite; and for the remainder of the distance southerly under Fifth avenue and Broadway, there shall be four tracks as far south as Chambers street. From Chambers street southerly under Broadway, Vesey street, Trinity place and Greenwich street, there shall be two tracks. In the loop under the City Hall Park, there shall be one track. There shall be as many additional tracks as may be needed for convenient operation of terminals under Battery place and Battery Park. For the portion of the route known as Section 5-E above described and running southerly through Lexington avenue, Gramercy Park and Irving place and private property to Broadway there shall be four tracks.

(4) By adding at the end of the fifth paragraph under the head of General Plan of Construction the words:

, and the tracks for the spur under East One Hundred and Thirty-eighth street to Third avenue may be partly constructed in and occupy the same tunnels as another subway to be built under the said street as a part of another route.

So that the whole of said paragraph shall read as follows:

The tracks under East Thirty-fifth street and East Thirty-sixth street may be constructed in and occupy the same tunnel as another subway to be built under the said streets between Third avenue and Eighth avenue, and the tracks for the spur under East One Hundred and Thirty-eighth street to Third avenue may be partly constructed in and occupy the same tunnels as another subway to be built under the said street as a part of another route.

(5) By adding after the words "under East Thirty-sixth street" in the sixth paragraph under the head of General Plan of Construction the words:

and under Fourth avenue near East Twelfth street.

So that the whole of said paragraph shall read as follows:

The roof of the tunnels when under a street shall be as near the surface of the street as street conditions and grades will conveniently permit; except that under East Thirty-fifth and East Thirty-sixth streets, and under Fourth avenue near East Twelfth street and under East One Hundred and Forty-ninth street and Park avenue, the tunnel shall be so constructed as to pass under the subway constructed under resolutions of this Board adopted January 14 and February 4, 1897; and except also that near the intersection of Third avenue and East One Hundred and Thirty-eighth street the tunnel may, if necessary, be depressed to a depth sufficient to allow other tunnels or subways to be constructed over and across it.

Resolved, That whereas this Commission has duly made the inquiries and investigation necessary or proper in the premises and has determined that the modification and amendment aforesaid of the said routes and general plan are necessary for the interest of the public and of The City of New York, and should be established as herein provided, this Commission does hereby determine and establish the said modification and amendment, subject to the approvals and consents to be first obtained as hereinafter mentioned; and it is further

Resolved, That the said modification and amendment of the routes and general plan shall take effect only upon and after the following approvals thereof and consents thereto shall be duly had, to wit:

I. The approval and consent of the Board of Estimate and Apportionment of The City of New York.

II. The approval of the Mayor of The City of New York.

III. The consents of the owners of a majority in value of the property upon the portion of the said routes hereby modified and amended, or if such consents cannot be obtained, then in lieu thereof the determination of three Commissioners to be appointed by the Appellate Division of the Supreme Court, in and for the First Judicial Department, duly confirmed by the said Appellate Division; and it is further

Resolved, That the four maps entitled "Public Service Commission for the First District, Manhattan Key Map A, and Manhattan A—Sheet No. 3, Bronx Key Map A, and Bronx A—Sheet No. 1," are hereby adopted as showing the modification as hereby adopted of the foregoing routes and gen-

eral plan, for convenience merely, and that said maps are not to be deemed a part of the description of the routes, or a part of the general plan for any purpose whatever.

Now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote, according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Acting President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following was offered:

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891 and the acts amendatory thereof, duly determined upon a route or routes and general plan of construction of a rapid transit railway for the conveyance of persons and property, to be established in said city, in addition to the already existing lines, and did, by resolution of June 1, 1905, adopt such route or routes and general plan, being more particularly described as the "Gerard Avenue Subway;" and

Whereas, Thereafter said Board of Rapid Transit Railroad Commissioners transmitted to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for such route or routes, as adopted, and the said Board of Estimate and Apportionment, after due consideration, as provided by law, by resolution duly adopted July 14, 1905, and approved by the Mayor July 28, 1905, by a majority vote according to law pertaining to each member of the Board, did approve such plans and conclusions and consent to the construction of a railway or railways in accordance therewith; and

Whereas, Chapter 429 of the Laws of 1907 abolished the Board of Rapid Transit Railroad Commissioners and created the Public Service Commission for the First District, and conferred upon the said Commission all the powers and duties conferred and imposed by any statute of this State upon the Board of Rapid Transit Railroad Commissioners; and

Whereas, The Public Service Commission for the First District, constituted pursuant to the provisions of chapter 429 of the Laws of 1907, has duly determined upon a modified route or routes and general plan of construction of a rapid transit railway for the conveyance of persons and property, to be established in said city, in addition to the already existing lines, and did, by resolution of February 4, 1908, adopt such route or routes and general plan, being more particularly described as "Modification of Gerard Avenue Route;" and

Whereas, Thereafter said Public Service Commission for the First District did transmit to the Board of Estimate and Apportionment a copy of the plans and conclusions modifying the route and general plan of the aforesaid Gerard Avenue Subway, which plans and conclusions were received by said Board of Estimate and Apportionment on the 7th day of February, 1908, at a meeting of said Board of Estimate and Apportionment duly held on said day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof, for the consideration of such modified plans and conclusions, to wit, the 14th day of February, 1908, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on February 14, 1908, proceeded with such consideration and postponed further consideration until February 28, 1908, and on that date postponed further consideration until March 13, 1908, when said consideration was concluded; and

Whereas, The modifications and amendments of the said route and general plan are hereinafter set forth in the resolutions of said Public Service Commission for the First District, adopted February 4, 1908, and which resolutions are as follows:

Resolutions Adopted by the Public Service Commission for the First District, February 4, 1908.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York did, on the 1st day of June, 1905, adopt certain routes and general plan for a rapid transit railway in The City of New York, a copy of which is hereto annexed, entitled "Copy Routes and General Plan adopted 1st June, 1905," and which route is known as the Gerard Avenue Route, and

Whereas, The said routes and general plan were afterwards duly approved by the Board of Estimate and Apportionment of The City of New York, on the 14th day of July, 1905, by the Mayor of The City of New York on the 28th day of July, 1905, and were duly approved by commissioners appointed by the Appellate Division of the Supreme Court in the First Judicial Department, which consent was duly confirmed by the said Appellate Division and its consent given to the said routes and general plan in lieu of the consent of the owners of a majority in value of the property along the said route, by an order entered on the 19th day of October, 1906; and

Whereas, The Public Service Commission for the First District as the successor of the Board of Rapid Transit Railroad Commissioners for The City of New York, pursuant to the provisions of chapter 429 of the Laws of 1907, has duly made the inquiries and investigation necessary or proper in the premises, and has determined that the modification and amendment of the said route and general plan hereinafter set forth, is necessary for the interest of the public and of The City of New York and should be established as hereinafter provided; now therefore be it

Resolved, That subject to the approvals and consents to be first obtained, as in this resolution hereinafter mentioned, the said routes and general plan heretofore adopted by the said Board of Rapid Transit Railroad Commissioners for The City of New York be and they hereby are modified and amended in the following respects:

(1) By striking out from the said routes and general plan the portion of the second paragraph under the head of General Plan of Construction, as follows, to wit:

"except that northerly from the point in Gerard avenue near the southerly side of East One Hundred and Sixty-eighth street, where the route separates into two routes, there shall be two ascending tracks and two descending tracks."

And by substituting in the place and stead thereof the words, as follows, to wit:

except that northerly from One Hundred and Fifty-first street and Gerard avenue there shall be three tracks to the point near the southerly side of East One Hundred and Sixty-eighth street where the route separates into two routes; thence northerly there shall be three ascending and three descending tracks.

So that the whole of said paragraph shall read as follows:

For the whole of the route above described there shall be two tracks; except that northerly from One Hundred and Fifty-first street and Gerard avenue there shall be three tracks to the point near the southerly side of East One Hundred and Sixty-eighth street where the route separates into two routes; thence northerly there shall be three ascending and three descending tracks.

(2) By modifying the following portion of the third paragraph under the head of General Plan of Construction:

"where the route separates into two routes, the tracks shall be at such levels and on such alignments as to permit of proper connection by two

of such tracks with a subway, and by two of such tracks with an elevated railway, in Jerome avenue," by substituting the word "three" for the word "two" so that the whole of said paragraph shall read as follows:

All of the above mentioned tracks shall be substantially parallel with each other and on substantially the same level; except that northerly from the said point in Gerard avenue, near the southerly side of East One Hundred and Sixty-eighth street, where the route separates into two routes, the tracks shall be at such levels and on such alignments as to permit of proper connection by three of such tracks with a subway, and by three of such tracks with an elevated railway, in Jerome avenue; and except also that wherever else required by special necessities of surface or subsurface structures or other special or local necessities, or for the purpose of avoiding grade crossings, any one or more of the tracks may be elevated above or depressed below the other track or tracks so far as may be necessary.

(3) By modifying the portion of the fourth paragraph under the head of General Plan of Construction:

"The tracks shall be placed in tunnels or subways, except that northerly from the point where one of the routes or branches above described emerges to the surface in Gerard avenue two of the tracks shall be carried upon a viaduct over and along Gerard avenue and over and along Jerome avenue."

by substituting the word "three" for the word "two."

So that the said paragraph shall read as follows:

The tracks shall be placed in tunnels or subways, except that northerly from the point where one of the routes or branches above described emerges to the surface in Gerard avenue three of the tracks shall be carried upon a viaduct over and along Gerard avenue and over and along Jerome avenue.

Resolved, That whereas this Commission has duly made the inquiries and investigation necessary or proper in the premises and has determined that the modification and amendment aforesaid of the said routes and general plan were necessary for the interest of the public and of The City of New York, and should be established as herein provided, this Commission does hereby determine and establish the said modification and amendment, subject to the approvals and consents to be first obtained as hereinafter mentioned; and it is further

Resolved, That the said modification and amendment of the routes and general plan shall take effect only upon and after the following approvals thereof and consents thereto shall be duly had, to wit:

I. The approval and consent of the Board of Estimate and Apportionment of The City of New York.

II. The approval of the Mayor of The City of New York.

III. The consents of the owners of a majority in value of the property upon the portion of the said routes hereby modified and amended, or if such consents cannot be obtained, then in lieu thereof the determination of three commissioners to be appointed by the Appellate Division of the Supreme Court, in and for the First Judicial Department, duly confirmed by the said Appellate Division; and it is further

Resolved, That the two maps entitled "Public Service Commission for the First District, Routes and General Plan, Bronx Key Map A and Bronx A—Sheet No. 2," are hereby adopted as showing the modification hereby adopted of the foregoing routes and general plan, for convenience merely, and that said maps are not to be deemed a part of the description of the routes, or a part of the general plan for any purpose whatever.

Now, therefore, be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such modifications and amendments of the said route and general plan, and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Acting President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following was offered:

Whereas, The Public Service Commission for the First District, constituted pursuant to the provisions of chapter 429 of the Laws of 1907, has duly determined upon a route or routes and general plan of construction of a rapid transit railway for the conveyance of persons and property, to be established in The City of New York, in addition to the already existing lines, and did, by resolution of February 4, 1908, adopt such route or routes and general plan; and

Whereas, Thereafter said Public Service Commission for the First District did transmit to the Board of Estimate and Apportionment of The City of New York a copy of the plans and conclusions for said route or routes, as adopted, which plans and conclusions were received by said Board of Estimate and Apportionment on the 7th day of February, 1908, at a meeting of said Board of Estimate and Apportionment duly held on said day; and

Whereas, Said Board of Estimate and Apportionment, by resolution duly adopted at said meeting, did appoint a day not less than one week nor more than ten days after the receipt thereof for the consideration of such plans and conclusions, to wit: the 14th day of February, 1908, at 10.30 o'clock a. m.; and

Whereas, Said Board of Estimate and Apportionment on February 14, 1908, proceeded with such consideration and postponed further consideration until February 28, 1908, and on that date postponed further consideration until March 13, 1908, when said consideration was concluded; and

Whereas, The plans and conclusions are fully set forth in the resolutions of said Public Service Commission for the First District, adopted February 4, 1908, and which resolutions are as follows:

Resolutions Adopted by the Public Service Commission for the First District, February 4, 1908.

Whereas, The Public Service Commission for the First District has determined that a rapid transit railway or railways for the convenience and transportation of persons and property, in addition to those already existing, authorized or proposed, are necessary for the interest of the public and of The City of New York and should be established therein as hereinafter provided; and

Whereas, This Commission has duly made the inquest and investigation necessary or proper in the premises, and all such inquests and investigations as are necessary or proper for such determination,

Now, therefore, this Commission does hereby adopt the following route or routes for an additional rapid transit railway or railways in The City of New York, and does hereby determine and establish the said additional route or routes thereof as follows, and does hereby adopt a general plan of construction of the said railway or railways, the route or routes of which are herein provided, and does in such general plan hereby adopted show the general mode of operation and such details as to matter of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon and the property abutting thereon affected.

This Commission in adopting the said route or routes and general plans expressly reserves all the powers in relation to the construction of the said route or routes which are conferred upon it by section 34 of the Rapid Transit Act. In particular, it reserves the right to contract for the construction of the whole road or all the roads provided for in the following plans in a single contract; or by separate contracts executed from time to time, to

provide for the construction of parts of said road or roads or for the construction at first of two or more tracks over a part or parts of such road or roads and afterwards of one or more additional tracks over a part of such road or roads as the necessities of The City of New York and the increase of its population may in the judgment of this Board require; or to provide in a contract for any part of such railroad that at a future time upon the requirement of this Commission the contractor shall construct the remainder or any part of the remainder of said road as the growth of the population or the interests of the City may, in the judgment of this Commission, require.

Route.

A route lying wholly within the Borough of Manhattan, the centre line of which shall begin at a suitable point in Canal street at or near Centre street at which a connection or connections can be made with a route running over the Manhattan Bridge, thence running westerly through and under Canal street to Hudson street; thence continuing westerly under Canal street to Washington street; thence in a loop curving southerly under Canal street, public park and private property to West street; thence southerly under West street and curving easterly under private property to Watts street; thence easterly under Watts street to Canal street and at or near the intersection of Canal and Hudson streets joining the line on Canal street described above. Also two spurs connecting the route hereby described with a rapid transit railroad to be constructed under Broadway. One of such spurs to begin at a point in Canal street at or near Lafayette street; running thence westerly along and under Canal street, on the northerly side thereof to a point between Lafayette street and Broadway, where it curves in a northwesterly direction under private property to Broadway, connecting with the said rapid transit railroad under Broadway at about Grand street. The other of such spurs to begin at a point in Canal street at or near Lafayette street; running thence westerly along and under Canal street, on the southerly side thereof, to a point between Lafayette street and Broadway, where it curves in a southwesterly direction under private property to Broadway, connecting with the said rapid transit railroad under Broadway at about White street.

General Plan of Construction.

The general plan of construction hereby adopted for the foregoing route is as follows:

For the part of the route from Centre street to Hudson street there shall be four tracks; for the entire remainder of the route, including the spurs above described, there shall be two tracks. There shall be as many additional tracks as may be needed for convenient operation of terminals under the public park and streets at Canal, Hoboken and West streets.

All of the above mentioned tracks shall be placed in subway or tunnel substantially parallel with each other and on substantially the same level; except that wherever required by special necessities of surface or subsurface structures or other special or local necessities, or for the purpose of avoiding grade crossings, any one or more of the tracks may be depressed below the level of the other track or tracks so far as may be necessary.

The tracks shall be placed in general under the central part of the longitudinal streets of the route so far as may be practicable and convenient, except that wherever required by special or local necessities or for curves the tracks or any one or more of them may be diverted as far as necessary to one side or the other of the longitudinal streets of the route or any of them. In all such longitudinal streets of the route any part of such streets may be occupied so far as the purposes of this general plan require.

The roof of the tunnels shall be as near the surface of the street as street conditions and grades and rapid transit railroads heretofore proposed or constructed will conveniently permit.

The tunnels above described shall in no case be less than thirteen (13) feet in height in the clear.

The roof of the said tunnels shall be of iron or steel with brick or concrete arches, supported when necessary by iron or steel or masonry columns and resting upon masonry walls; or the roof shall be a masonry structure, or the whole of the lining may be of metal.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and additional track for siding accommodations may be constructed not to exceed in length one-fourth of a mile for each mile of roadway.

The tracks from Wooster street to Centre street may be partly constructed in and occupy the same tunnels as other subways to be built under part of Canal street as portions of other rapid transit routes adopted by the Board of Rapid Transit Railroad Commissioners for The City of New York.

The tracks may at any point of the said route or of the loop therein included be placed in the same tunnel; or there may be separate tunnels for one or more tracks, as shall be most convenient.

The tracks shall be of standard gauge, that is to say, of the width of four (4) feet and eight and one-half (8½) inches between the rails. There shall be a width in the tunnels not exceeding fifteen (15) feet for each track in addition to the thickness of the supporting walls, unless it shall be necessary to tunnel by the shield method, in which event the tracks may be placed in tubes not exceeding twenty (20) feet in diameter, and driven or placed along such part of the street or streets as shall be most convenient, except that at stations, switches, turnouts, curves and crossovers, the width or diameter may be increased.

Stations and station approaches shall in general be at the intersection of streets, and shall be built under the streets and immediately adjoining private abutting property, or through or under private property to be acquired for the purpose, or both under streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station approach at a distance greater than seventy-five (75) feet from the exterior line or side of the longitudinal street of the route.

Wherever along any part of the routes above described it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers or other subsurface structures, the removal, construction or reconstruction of which shall be rendered necessary by the construction of the railway, any tunnel or subway may be enlarged on either or both sides by an additional width not to exceed fifteen (15) feet on each side of the route. All or any pipes, wires, sewers or other subsurface structures may be placed in suitable galleries to be constructed within the additional width hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be thus provided within the tunnels or subways, such tunnels or subways, in order to provide convenient access to the same, may have, within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the route not to exceed fifteen (15) feet.

Pipes, wires, sewers and other subsurface structures at any part of the said route shall be removed or disturbed only when necessary for the construction and operation of the railway above referred to, and if removed or disturbed shall be placed under the several streets in such manner and in such location that the use and the service thereof shall not be impaired. Such pipes, wires, sewers and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them, so far as there may be space, of new pipes, wires, sewers and other like structures, and for making connections between the same and abutting buildings at any time.

The manner of construction shall be by tunneling or excavation under cover, except in places where this Commission shall give express permission to construct by open excavation.

In parks, parkways and public places under the jurisdiction of the Department of Parks, all trees injured or destroyed shall be replaced under the direction and to the satisfaction of the said Department.

Mode of Operation.

The general mode of operation of the route above described shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty (40) miles per hour for long distances, exclusive of stops.

Definitions.

The word "street" wherever used herein shall include an avenue or public place.

The words "Rapid Transit Act" wherever used herein shall be taken and held to mean chapter 4 of the Laws of 1891 as amended by chapter 752 of the Laws of 1894, and by other acts of the Legislature.

Maps and Drawings.

It is further

Resolved, That the maps and drawings entitled "Public Service Commission for the First District, Manhattan Key Map A and Manhattan A—Sheet No. 1," are hereby adopted as showing the foregoing routes and general plans, for convenience merely, and that said maps and drawings are not to be deemed a part of the description of the route or a part of the general plans, for any purpose whatever.

Now therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, by a majority vote according to the number of votes by law pertaining to each member of the Board, hereby approves such plans and conclusions, and consents to the construction of a railway or railways in accordance therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Acting President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

RAPID TRANSIT RAILWAY.

Brooklyn and Manhattan Loop Lines.

At the meeting of March 6, 1908, a communication was received from the Public Service Commission for the First District, transmitting for approval two proposed agreements modifying the contracts heretofore entered into between the City, by the Board of Rapid Transit Railroad Commissioners, with the Degnon Contracting Company, for the construction of Section 9-0-2 of the Brooklyn Loop Lines, being that portion on Centre street, from Pearl to Canal street, and contract for the construction of Section 9-0-3 with the Cranford Company, being that portion on Centre street, from Canal to Broome street, which was referred to the Comptroller and the Chief Engineer, with direction to report back to the Board at the meeting held this day.

The Comptroller, as Chairman of the Select Committee, offered the following report:

REPORT NO. 53.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
March 10, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Under date of March 5, 1908, the Public Service Commission for the First District has submitted to the Board of Estimate and Apportionment, for its approval, two agreements modifying the contracts entered into between The City of New York, by the Board of Rapid Transit Railroad Commissioners, one with the Degnon Contracting Company, and the other with the Cranford Company, both contracts covering portions of what is known as the Manhattan portion of the Brooklyn loop. This communication was referred to a Committee consisting of the Comptroller and the Chief Engineer. These proposed agreements are the result of changes in the details of construction which were brought to the attention of the Board of Estimate and Apportionment by the Public Service Commission on January 10, and which were explained in a report submitted by the Chief Engineer at the meeting of the Board held on January 24. The changes as summarized in that report consist of

(1) Placing all of the four tracks at the same level, thereby lessening the grades and reducing the amount of excavation.

(2) The substitution of one station at Canal street for the two stations, one of which was to have been located between Leonard and Franklin streets and the other between Hester and Grand streets.

(3) The omission of the pipe galleries, permitting a further raising of the level of the subway and reduction in the amount of difficult and expensive excavation below tide level.

It was pointed out in the report that these changes would simplify construction, save time and expense, and would result in greater economy and efficiency of operation. Inasmuch as there was nothing inconsistent with the plans already approved by the Board, formal action was not necessary, and a copy of the report was simply forwarded to the Commission. The agreements now submitted provide for these changes and for a reduction in the original contract price, such reduction in the case of the Degnon Contracting Company amounting to..... \$410,000 00

and in the case of the Cranford Company to..... 350,000 00

—or a total of..... \$760,000 00

—which will be saved in construction. To offset this it will be necessary to purchase additional property at Canal street to permit of the construction of a station with all tracks at the same level, but if the City buys the property required instead of condemning simply an easement, it is extremely probable, if not certain, that the increase in value after the construction of the subway will be such as to not only reimburse the City for its outlay, but give it a substantial profit.

Your Committee would recommend, therefore, that the agreements submitted by the Public Service Commission be approved.

Respectfully,

H. A. METZ, Comptroller,
NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, The Board of Estimate and Apportionment, by resolution duly adopted March 8, 1907, approved the proposed form of contract submitted by the Board of Rapid Transit Railroad Commissioners for The City of New York for the construction of a rapid transit railway in Centre street, from Pearl to Canal street, said route being a portion of what are known as the Brooklyn Loop Lines, and being Section 9-0-2 thereof, which had previously been adopted by the Board of Rapid Transit Railroad Commissioners, May 25, 1905, approved by the Board of Estimate and Apportionment of The City of New York July 14, 1905, by the Mayor of The City of New York July 28, 1905, and by the Appellate Division of the Supreme Court in the First Judicial Department, by an order entered on March 12, 1907; and

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York did, on or about the 27th day of April, 1907, enter into a contract with the Degnon Contracting Company for the construction of the aforesaid section of the aforementioned rapid transit railway for the sum of two million nine hundred and fifty-two thousand dollars (\$2,952,000), and for the construction of pipe galleries and additional ducts along the line thereof at a cost of eighty-three thousand dollars (\$83,000), in addition to the price for railroad construction; and

Whereas, The contract and the contract drawings contemplate a subway structure not exceeding in height in the clear fourteen (14) feet from the base of the rail, and less than fifteen (15) feet in width for each track with heavy grades along certain parts of the line, and in some places a double-deck subway structure with a double-deck station on Centre street, between Leonard and White streets, all as indicated on the said contract drawings; and

Whereas, The Public Service Commission for the First District, as the successor of the Board of Rapid Transit Railroad Commissioners for The City of New York, with a communication dated March 5, 1908, has transmitted to the Board of Estimate and Apportionment of The City of New York a proposed agreement dated February 18, 1908, between the Public Service Commission for the First District and the Degnon Contracting Company, modifying the aforesaid contract, and requesting the approval and consent of this Board to such modifications; now therefore be it

Resolved, That the Board of Estimate and Apportionment hereby approves the proposed modified agreement dated February 18, 1908, by and between the Public Service Commission for the First District and the Degnon Contracting Company, modifying the contract entered into on or about the 27th day of April, 1907, between the Board of Rapid Transit Railroad Commissioners for The City of New York and the Degnon Contracting Company, and consents to such modifications, which are as follows:

"By striking therefrom the part providing for the construction of pipe galleries and the cancellation of such part of the contract; the contractor hereby relieving and releasing the City, and the City hereby relieving and releasing the contractor of and from any obligation thereunder.

"The location of the station provided for in the contract shall be changed from Centre street, between Leonard and White streets, to Centre street at or near the intersection of Canal street, and the Contractor, instead of constructing an entire station as contemplated in the contract, shall be required to construct only such part of the station at Canal street as is within the limits of the section embraced within the contract, and the lines and grades of the tracks and the size and dimensions of the subway structure shall be changed and the railroad contemplated in the contract including the part of the station hereinbefore referred to shall be constructed under and in accordance with this agreement and the plans and drawings hereto annexed, which are eighteen (18) in number, bear date 28th January, 1908, are each countersigned by the Chief Engineer, are stamped with the seal of the Commission and bear the general titles 'Public Service Commission for the First District. Proposed Changes of Contract 9-0-2,' and are marked as follows:

"Two (2) sheets 'Plan and Profile,' four (4) sheets 'Cross Section,' and one (1) sheet 'Ventilation Drawing,' and

"Public Service Commission for the First District. Proposed Changes of Contracts 9-0-2 and 9-0-3,' and are marked as follows:

"One (1) sheet 'Station Construction, Roof and Foundation Plan,' one (1) sheet 'Station Construction, Mezzanine Roof Plan,' four (4) sheets 'Station Construction, Section,' one (1) sheet 'Station Drawing, Plan at Mezzanine Level,' one (1) sheet 'Station Drawing, Plan at Platform Level,' one (1) sheet 'Station Drawing, Longitudinal Sections,' one (1) sheet 'Station Drawing, Transverse Sections,' and one (1) sheet 'Ventilation Drawing.'"

And be it further

Resolved, That such consent and approval shall not become effective unless the Degnon Contracting Company, in consideration thereof, consents and agrees that the price for all work to be done under the contract and under this agreement shall be reduced to the sum of two million six hundred and twenty-five thousand dollars (\$2,625,000), and the time within which such work is required by the contract to be completed shall be the time prescribed in the contract plus any additional time to which the Contractor may be entitled, less five (5) months to be deducted therefrom, and the bonus and liquidated damages provided for in the contract shall be computed thereon.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Acting President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following was offered:

Whereas, The Board of Estimate and Apportionment, by resolution duly adopted April 12, 1907, approved the proposed form of contract submitted by the Board of Rapid Transit Railroad Commissioners for The City of New York for the construction of a rapid transit railway in Centre street, from Canal to Broome street, said route being a portion of what are known as the Brooklyn loop lines, and being Section 9-0-3 thereof, which had previously been adopted by the Board of Rapid Transit Railroad Commissioners May 25, 1905, approved by the Board of Estimate and Apportionment July 14, 1905, and by the Mayor of The City of New York on July 28, 1905, and by the Appellate Division of the Supreme Court in the First Judicial Department by an order entered on March 12, 1907; and

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York did on or about the 27th day of May, 1907, enter into a contract with the Cranford Company for the construction of the aforesaid section of the aforementioned rapid transit railway for the sum of two million one hundred and fifty thousand dollars (\$2,150,000), and for the construction of pipe galleries and additional ducts along the line thereof at a cost of sixty thousand dollars (\$60,000) in addition to the price for railroad construction; and

Whereas, The contract and the contract drawings contemplate a subway structure not exceeding in height in the clear fourteen (14) feet from the base of the rail, and less than fifteen (15) feet in width for each track with heavy grades along certain parts of the line and in some places a double deck subway structure with a double deck station in Centre street, between Hester and Grand streets, all as indicated on the said contract drawings; and

Whereas, The Public Service Commission for the First District, as the successor of the Board of Rapid Transit Railroad Commissioners for The City of New York, with a communication dated March 5, 1908, has transmitted to the Board of Estimate and Apportionment of The City of New York a proposed agreement, dated February 18, 1908, between the Public Service Commission for the First District and the Cranford Company modifying the aforesaid contract, and requesting the approval and consent of this Board to such modifications; now therefore be it

Resolved, That the Board of Estimate and Apportionment hereby approves the proposed modified agreement dated February 18, 1908, by and between the Public Service Commission for the First District and the Cranford Company, modifying the contract entered into on or about the 27th day of May, 1907, between the Board of Rapid Transit Railroad Commissioners for The City of New York and the Cranford Company, and consents to such modifications, which are as follows:

"By striking therefrom the part providing for the construction of pipe galleries and the cancellation of such part of the contract; the contractor hereby relieving and releasing the City and the City hereby relieving and releasing the contractor of and from any obligation thereunder.

"The location of the station provided for in the contract shall be changed from Centre street, between Hester and Grand streets, to Centre street at or near the intersection of Canal street, and the contractor instead of constructing an entire station as contemplated in the contract shall be required to construct only such part

of the station at Canal street as is within the limits of the section embraced within the contract, and the lines and grades of the tracks and the size and dimensions of the subway structure shall be changed and the railroad contemplated in the contract including the part of the station hereinbefore referred to shall be constructed under and in accordance with this agreement and the plans and drawings hereto annexed, which are sixteen (16) in number, bear date January 28, 1908, are each countersigned by the Chief Engineer, are stamped with the seal of the Commission and bear the general titles 'Public Service Commission for the First District, Proposed Changes of Contract 9-0-3,' and are marked as follows:

"One (1) sheet 'Plan and Profile,' and four (4) sheets 'Cross Section,' and 'Public Service Commission for the First District, Proposed Changes of Contracts 9-0-2 and 9-0-3,' and are marked as follows:

"One (1) sheet 'Station Construction, Roof and Foundation Plan,' one (1) sheet 'Station Construction, Mezzanine Roof Plan,' four (4) sheets 'Station Construction, Section,' one (1) sheet 'Station Drawing, Plan at Mezzanine Level,' one (1) sheet 'Station Drawing, Plan at Platform Level,' one (1) sheet 'Station Drawing, Longitudinal Sections,' one (1) sheet 'Station Drawing, Transverse Sections,' and one (1) sheet 'Ventilation Drawing.'"

—and be it further

Resolved, That such consent and approval shall not become effective unless the Cranford Company, in consideration thereof, consents and agrees that the price for all work to be done under the contract and under this agreement shall be reduced to the sum of one million eight hundred and sixty thousand dollars (\$1,860,000), and further agrees that the time within which the work is to be completed shall be reduced by three months, provided that such three months shall be deducted from any extension of time it may be granted, if in excess of three months; but if such extension of time be for three months or less than three months, then the contractor agrees to complete the work within the period of time prescribed in the contract.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Acting President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The full minutes of the meeting of this day will appear in the CITY RECORD at a later date.

JOSEPH HAAG, Secretary.



PUBLIC HEARINGS.

Pursuant to statutory requirement, notice is hereby given that an Act (Senate No. 336, Int. No. 309) has been passed by both branches of the Legislature, entitled:

An Act to amend section eight hundred and ninety-seven of the greater New York charter, in relation to remission or reduction of assessments.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Wednesday, March 18, 1908, at 11.30 o'clock a. m.

Dated, City Hall, New York, March 13, 1908.

GEORGE B. McCLELLAN,
Mayor.

Public notice is hereby given that the Committee on Salaries and Offices of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, in the City Hall, Borough of Manhattan, on Thursday, March 19, 1908, at 2 o'clock p. m.

On resolution fixing the salaries and grades of the various Departments of the City Government.

All persons interested in or affected by the above resolution are respectfully invited to attend.

P. J. SCULLY,

City Clerk and Clerk of the Board of Aldermen.

CHANGES IN DEPARTMENTS, ETC.

DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.
March 16—

Dropped for Illness.

Patrick Delaney, Foreman, No. 135 West One Hundredth street.

Robert McKenna, Laborer, No. 204 West One Hundred and Thirty-third street.

March 14—Died, March 10, 1908, John Halloran, Foreman, No. 188 East Eightieth street.

BUREAU OF BUILDINGS.

Borough of The Bronx.

March 14—William H. Field, of No. 3198 Third avenue, Clerk, resigned.

PRESIDENT OF THE BOROUGH OF THE BRONX.

March 14—Death of Samuel Weglein, of No. 572 East One Hundred and Fifty-third street, Laborer in the Bureau of Highways, on the 10th inst.

OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business and at which the Courts regularly open and adjourn, as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
GEORGE B. McCLELLAN, Mayor.
Frank M. O'Brien, Secretary.
William A. Willis, Executive Secretary.
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.
Branch Office, Room 12, Borough Hall, Brooklyn. James J. Kinsella, Deputy Chief, Borough of Brooklyn.
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I. William R. Woelfle, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City, Borough of Queens.

AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m.
Telephone, 1042 Worth.
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY BOARD.

Mayor George B. McClellan, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General John G. Eddy, Brigadier-General George Moore Smith, the President of the Department of Taxes and Assessments, Lawson Purdy, Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3900 Worth.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1197 Cortlandt.
Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Frank D. Millet, Painter, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of The City of New York; John Bigelow, President of New York Public Library; John J. Boyle, Sculptor; Arnold W. Brunner, Architect; John B. Pine, Charles Howland Russell.
John Quincy Adams, Assistant Secretary.

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.
Telephone, 4400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Arden M. Robbins, Samuel Sachs, Leopold Stern, John J. Barry, John G. O'Keefe, Robert W. Hebbard, ex-officio.
General Medical Superintendent, S. T. Armstrong, M. D.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
Patrick F. McGowan, President.
P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Antonio Zucca.
Paul Weimann.
James H. Kennedy.
William H. Jasper, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty first street.
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire, Rudolph C. Fuller.
A. C. Allen, Chief Clerk.

BOROUGH OFFICES.

Manhattan.

No. 112 West Forty-second street.
William C. Baxter, Chief Clerk.

The Bronx.

One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).
Cornelius A. Bunner, Chief Clerk.

Brooklyn.

No. 42 Court street (Temple Bar Building).
George Russell, Chief Clerk.

Queens.

No. 46 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.

Richmond.

Borough Hall, New Brighton, S. I.
Charles M. Schwalbe, Chief Clerk.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Adey, Clerk to Board.

OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.
Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801. Telephone, 2282 Worth.

BOARD OF EXAMINERS.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5840 Gramercy.
Warren A. Conover, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, Henry R. Marshall, and George A. Just, Chairman.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.
Francis K. Pendleton, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.
Telephone, 1200 Worth.

BOARD OF WATER SUPPLY.

Office, No. 200 Broadway.
John A. Bensel, Charles N. Chadwick, Charles A. Shaw, Commissioners.
Thomas Hassett, Secretary.
J. Waldo Smith, Chief Engineer.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 280 Broadway, 9 a. m. to 4 p. m.
Telephone, 4315 Worth.
John Purroy Mitchel, Ernest Y. Gallaher, Commissioners.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.
Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.
Joseph F. Prendergast, First Deputy City Clerk.
John T. Oakley, Chief Clerk of the Board of Aldermen.
Joseph V. Sculley, Clerk, Borough of Brooklyn.
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.
William R. Zimmerman, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
John N. Bogart, Commissioner.
James P. Archibald, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and Timothy P. Sullivan, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.
Office of Secretary, Room 12, Stewart Building.
Telephone, 1200 Worth.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.
James W. Stevenson, Commissioner.
John H. Little, Deputy Commissioner.
Edgar E. Schiff, Secretary.
Office hours, 9 a. m. to 4 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone, 6080 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.

No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1047 Gramercy.
John V. Coggey, Commissioner.
George W. Meyer, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 300 Rector.
Allen N. Spooner, Commissioner.
Denis A. Judge, Deputy Commissioner.
Joseph W. Savage, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.

Telephone, 5580 Plaza.
Richard B. Aldcroft, Jr.; Nicholas J. Barrett, Charles E. Bruce, M.D.; Joseph E. Cosgrove, Frederic R. Coudert, Francis W. Crowninshield, Francis P. Cunnion, Thomas M. De Laney, Samuel B. Donnelly, Horace E. Dresser, A. Leo Everett, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, Max Katzenberg, John C. Kelley, Alrick H. Man, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partidge, George W. Schaele, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, Frank D. Wiley, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.
Egerton L. Winthrop, Jr., President.
John Greene, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of School Buildings.
Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.

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BOARD OF EXAMINERS.

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DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1200 Worth.
Herman A. Metz, Comptroller.
John H. McCoey and N. Taylor Phillips, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
Charles H. Murray, Secretary to Comptroller.

MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.

BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.
John H. Timmerman, City Paymaster.

ENGINEERING DIVISION.

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

DIVISION OF REAL ESTATE.

Thomas F. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.

David E. Austen, Receiver of Taxes.
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-8.

James B. Bouck and William Gallagher, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.

John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 81.

Daniel Moynahan, Collector of Assessments and Arrears.

Richard E. Weldon, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.

William E. Melody, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 147.

John M. Gray, Collector of City Revenue and Superintendent of Markets.

John F. Hobbs, Deputy Superintendent of Markets.

David O'Brien, Deputy Collector of City Revenue.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.

James J. Martin, City Chamberlain.

John H. Campbell, Deputy Chamberlain.

Telephone, 4270 Worth.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.

Bureau of Health and Contagious Disease Offices always open.

Telephone, 4900 Columbus.

Thomas Darlington, M. D., Commissioner of Health and President.

Alvah H. Doty, M. D., Theodore A. Bingham, Commissioners.

Eugene W. Scheffer, Secretary.

Herman M. Biggs, M. D., General Medical Officer.

James McC. Miller, Chief Clerk.

Walter Bense, M. D., Sanitary Superintendent.

William H. Guilfoyle, M. D., Registrar of Records.

Borough of Manhattan.

Alonso Blauevelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.

Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third avenue.

Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton street.

Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street, Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

Henry Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

Roswell D. Williams, Secretary.

Offices, Arsenal, Central Park.

Telephone, 201 Plaza.

Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.

Offices, Litchfield Mansion, Prospect Park, Brooklyn.

Telephone, 2300 South.

Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.

Office, Zbrowski Mansion, Claremont Park.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Telephone, 2640 Tremont.

DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.

Telephone, 3350 Madison Square.

Robert W. Heberd, Commissioner.

Richard C. Baker, First Deputy Commissioner.

James J. McInerney, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn.

I. McKee Borden, Secretary.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8.30 a. m. to 4 p. m.

The Children's Bureau, No. 66 Third avenue. Office hours, 8.30 a. m. to 4 p. m.

Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m. Telephone, 3863 Cortlandt.

Foster Crowell, Commissioner.

William H. Edwards, Deputy Commissioner Borough of Manhattan.

Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.

Jerome F. Reilly, Deputy Commissioner, Borough of The Bronx.

John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Commissioners Lawson Purdy, President; Frank Raymond, Nicholas Muller, James H. Tully, Charles Putzel, Thomas L. Hamilton, Hugh Hastings.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m. Telephone, 3863 Cortlandt; Brooklyn, 3980 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.

John H. O'Brien, Commissioner.

M. F. Loughman, Deputy Commissioner.

John F. Garvey, Secretary to Department.

I. M. de Varona, Chief Engineer.

George W. Birdsall, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer.

Charles F. Lacombe, Chief Engineer of Light and Power.

Michael C. Padden, Water Register, Manhattan.

William A. Hawley, Secretary to Commissioner.

William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.

John W. McKay, Acting Chief Engineer, Brooklyn.

William R. McGuire, Water Register, Brooklyn.

Michael Hecht, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.

Thomas M. Lynch, Water Register, The Bronx.

Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.

Charles J. McCormack, Deputy Commissioner, Borough of Richmond, Borough Hall, St. George, S. I.

John W. McKay, Acting Chief Engineer, Borough of Richmond, Borough Hall, St. George, S. I.

EXAMINING BOARD OF PLUMBERS.

Bartholomew F. Donohoe, President; John J. Moore, Secretary; John J. Dunn, Treasurer; ex-officio, Horace Loomis and Matthew E. Healy.

Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 149 and 151 Church street.

Office open during business hours every day in the year (except legal holidays). Examinations are held on Monday, Wednesday and Friday after 1 p. m.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted from 9 a. m. to 4 p. m.; Saturdays 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Telephone, 2230 Plaza, Manhattan; 2356 Main, Brooklyn.

Commissioner.

P. A. Whitney, Deputy Commissioner.

Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.

William A. Larney, Secretary; Michael J. Healion, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.

Edward F. Croker, Chief of Department.

Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.

Joseph L. Burke, Inspector of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Telephone, 640 Plaza.

Franz S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone 3520 Main.

Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.

Andrew P. Martin, Chief Inspector in Fire Alarm Telegraph Bureau.

William T. Beggin, Chief of Battalion in charge Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond.

Nos. 157 and 159 East Sixty-seventh street, Manhattan. Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.

Central Office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 3920 Worth.

Francis K. Wendleton, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olenford, Franklin Chase Hoyt, William P. Burr, R. Percy Chittenden, David Rumsey, John L. O'Brien, Terence Farley, Cornelius F. Collins, William Beers Crowell, John F. O'Brien, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neil, Edward S. Malone, Richard H. Mitchell, John Widdcombe, Edward J. McGoldrick, Thomas F. Byrne, Andrew T. Campbell, Jr., Arthur Sweeney, Curtis A. Peters, George P. Nicholson, Joel J. Squier, George H. Folwell, Alfred W. Booram, Josiah A. Stover, Thomas F. Noonan, William H. King, Francis J. Byrne, Charles McIntyre, J. Gabriel Britt, Royal E. T. Riggs, Solon Berrick, J. Townsend Burden, Jr., Francis H. McQuade, William J. Clarke, John W. Goff, Jr., Ricardo M. de Acosta, Leonce Fuller, Charles W. Miller, Henry S. Johnston, William H. Doherty, Addison B. Scoville, Francis Martin, Henry W. Mayo, Philip N. Harrison, Loring T. Hildreth, Frank E. Smith, Alexander L. Strouse.

Secretary to the Corporation Counsel—Lawson Riggs, Jr.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2948 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 8190 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4585 Worth.

Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 1961 Gramercy.

John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery place. George H. Soper, Ph. D., President; James H. Fustes, Secretary; H. de B. Parsons, Charles SooySmith, Linsly R. Williams, M. D.,

Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.

Frank L. Polk, R. Ross Appleton, Arthur J. O'Keefe.

Frank A. Spencer, Secretary.

John F. Skelly, Assistant Secretary.

Labor Bureau.

No. 66 Lafayette street.

Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.

Hugh Bonner, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.

Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.

Stated meeting, Thursday of each week, at 3 p. m.

Telephone, 640 Plaza.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.

Telephone, 3100 Spring.

Theodore A. Bingham, Commissioner.

William F. Baker, First Deputy Commissioner.

Frederick H. Bugher, Second Deputy Commissioner.

Bert Hanson, Third Deputy Commissioner.

Daniel G. Slattery, Secretary to Commissioner.

William H. Kipp, Chief Clerk.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.

Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.

Stated public meetings of the Commission, Tuesdays and Fridays at 11.30 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.

Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis. Counsel, George S. Coleman. Secretary, Travis H. Whitney.

Telephone, 4150 Beekman.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street. Telephone, 3331 Gramercy.

Edmond J. Butler, Commissioner.

Harry G. Darwin, First Deputy Commissioner.

Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street.

Telephone, 3824 Main.

John McKeown, Second Deputy Commissioner.

Brooklyn Office, Nos. 2804, 2806 and 2808 Third Avenue.

Telephone, 967 Melrose.

William B. Calvert, Superintendent.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Louis F. Haffen, President.

Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.

Peter J. Stumpf, Assistant Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.

Frederick Greiffenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Thomas H. O'Neil, Superintendent of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.

Martin Geiszler, Superintendent of Highways.

Albert H. Liebenau, Superintendent of Public Buildings and Offices.

Telephone, 66 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Bird S. Coler, President.

Charles Frederick Adams, Secretary.

John A. Heffernan, Private Secretary.

Desmond Dunne, Commissioner of Public Works.

David F. Moore, Superintendent of Buildings.

Thomas R. Farrell, Superintendent of the Bureau of Highways.

James Dunne, Superintendent of the Bureau of Sewers.

Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

BOROUGH OF MANHATTAN.

Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1454 Main.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
John K. Neal, Commissioner.
D. H. Ralston, Deputy Commissioner.
Telephone, 1114 Main.
Thomas D. Mossrop, Superintendent.
William J. Beattie, Assistant Superintendent.
Telephone, 1082 Main.

COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Frank Ehlers, County Clerk.
Robert A. Sharkey, Deputy County Clerk.
John Cooper, Assistant Deputy County Clerk.
Telephone call, 4930 Main.

COUNTY COURT, KINGS COUNTY.

County Court-house, Brooklyn, Rooms 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10, Court-house. Clerk's Office, Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.
Norman S. Dike and Lewis L. Fawcett, County Judges.
Charles S. Devoy, Chief Clerk.
Telephone, 4534 and 4155 Main.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn, 9 a. m. to 5 p. m.
John F. Clarke, District Attorney.

PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn. 9 a. m. to 5 p. m.
Charles E. Teale, Public Administrator.
Telephone, 2840 Main.

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute.
William A. Fredergast, Register.
Frederick H. E. Ebstein, Deputy Register.
Waldo R. Blackwell, Assistant Deputy Register.
Telephone, 2830 Main.

SHERIFF.

County Court-house, Brooklyn, N. Y.
9 a. m. to 4 p. m.; Saturdays, 12 m.
Alfred T. Hobley, Sheriff.
Telephone, 6845, 6846, 6847, Main.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
Herbert T. Ketcham, Surrogate.
Edward J. Bergen, Clerk of the Surrogate's Court.
Court opens at 10 a. m. Office hours 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3954 Main.

QUEENS COUNTY.

COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Queens County Court-house, Long Island City.
John P. Balbert, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.
Telephone, 455 Greenpoint.

COUNTY CLERK.

Jamaica, Fourth Ward, Borough of Queens, City of New York.
Office open, April 1 to October 1, 8 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 5 p. m.; Saturdays throughout the year until 12 noon.
John Niederstein, County Clerk.
Henry J. Walter, Jr., Deputy County Clerk.
Charles Mahler, Assistant Deputy County Clerk.
George Distler, Assistant Deputy County Clerk.
Frank C. Klingenberg, Secretary.
Telephone, 151 Jamaica.

COUNTY COURT.

Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.
Telephone, 286 Jamaica.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.
Ira G. Darrin, District Attorney.
Telephone, 39 Greenpoint.

PUBLIC ADMINISTRATOR.

No. 17 Cook avenue, Elmhurst.
John T. Robinson, Public Administrator, County of Queens.
Telephone, 335 Newtown.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Herbert S. Harvey, Sheriff.
John M. Phillips, Under Sheriff.
Telephone, 43 Greenpoint (office).
Telephone, 770 Greenpoint (private).
Henry O. Scholz, Warden, Queens County Jail.
Telephone, 372 Greenpoint.

SURROGATE.

Daniel Noble, Surrogate.
Office at Jamaica.
Except on Sundays, holidays and half holidays, the office is open between March 31 and July 1, from 8 a. m. to 5 p. m.; on Saturdays, from 8 a. m. to 12 m.; between July 1 and September 1, from 9 a. m. to 4 p. m.; on Saturdays, from 9 a. m. to 12 m.
The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.
Telephone, 397 Jamaica.

RICHMOND COUNTY.

COMMISSIONER OF JURORS.

Village Hall, Stapleton.
Charles J. Kullman, Commissioner.
John J. McCaughey, Assistant Commissioner.
Office open from 9 a. m. until 4 p. m.; Saturdays, from 9 a. m. to 12 m.
Telephone, 81 Tompkinsville.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.
C. L. Bostwick, County Clerk.
County Court-house, Richmond, S. I., 9 a. m. to 4 p. m.
Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1908.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
Second Monday of November, Grand and Trial Jury.
Fourth Wednesday of January, without a Jury.
Fourth Wednesday of February, without a Jury.
Fourth Wednesday of March, without a Jury.
Fourth Wednesday of April, without a Jury.
Fourth Wednesday of July, without a Jury.
Fourth Wednesday of September, without a Jury.
Fourth Wednesday of October, without a Jury.
Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
Wednesdays, at the Surrogate's Office, Richmond, at 10.30 o'clock a. m.

DISTRICT ATTORNEY.

Corn Exchange Bank Building, St. George, S. I.
Samuel H. Evins.
Telephone, 50 Tompkinsville.

SHERIFF.

County Court-house, Richmond, S. I.
Office hours, 9 a. m. to 4 p. m.
Joseph J. Barth.

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.
Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's Office opens at 9 a. m.
Telephone, 3840 Madison Square.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10.15 a. m. to 4 p. m.
Special Term, Part I. (motions), Room No. 16.
Special Term, Part II. (ex-parte business), Room No. 13.
Special Term, Part III., Room No. 19.
Special Term, Part IV., Room No. 20.
Special Term, Part V., Room No. 33.
Special Term, Part VI. (Elevated Railroad cases), Room 31.
Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No. 22.
Trial Term, Part IV., Room No. 21.
Trial Term, Part V., Room No. 24.
Trial Term, Part VI., Room No. 35.
Trial Term, Part VII., Room No. 23.
Trial Term, Part VIII., Room No. 27.
Trial Term, Part IX., Room No. 26.
Trial Term, Part X., Room No. 28.
Trial Term, Part XI., Room No. 26.
Trial Term, Part XII., Room No. 26.
Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.
Appellate Term, Room No. 29.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on third floor.
Clerks in attendance from 10 a. m. to 4 p. m.
Clerk's Office, Special Term, Part I. (motions), Room No. 15.
Clerk's Office, Special Term, Part II. (ex-parte business), room southwest corner, mezzanine floor.
Clerk's Office, Special Term, Calendar, room southeast corner, second floor.
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
Clerk's Office, Appellate Term, room southwest corner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.
Justices—Charles H. Truax, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard.
Peter J. Dooling, Clerk, Supreme Court.
Telephone, 4580 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.
James F. McGee, General Clerk.
Telephone, 5460 Main.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 6064 Franklin.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.
Part I.
Part II.
Part III.
Part IV.
Part V.
Part VI.
Part VII.
Part VIII.
Special Term Chambers will be held from 10 a. m. to 4 p. m.
Clerk's Office open from 9 a. m. to 4 p. m.
Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Joseph I. Green, Alexander Finellite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Justices. Thomas F. Smith, Clerk.
Telephone, 6142 Cortlandt.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.
Court opens at 10 a. m.
Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo. Charles W. Cullin, Clerk; William M. Fuller, Deputy Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 2092 Franklin, Clerk's office.
Telephone, 601 Franklin, Justice's chambers.
Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursday at 10 o'clock.
Justices—Howard J. Forker, Patrick Keady, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.
Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan. Edmund C. Lee, Clerk.
Telephone, 5353 Stuyvesant.
Second Division—No. 102 Court street, Brooklyn. William F. Delaney, Clerk.
Telephone, 627 Main.

CITY MAGISTRATES' COURT.

First Division.

Court opens from 9 a. m. to 4 p. m.
City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Charles G. F. Wahle, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Otto H. Droege, Joseph E. Corrigan, Moses Herrman.
Philip H. Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.
First District—Criminal Court Building.
Second District—Jefferson Market.
Third District—No. 69 Essex street.
Fourth District—No. 151 East Fifty-seventh street.
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
Sixth District—One Hundred and Sixty-first street and Brook avenue.
Seventh District—No. 314 West Fifty-fourth street.
Eighth District—Main street, Westchester.

Second Division.

Borough of Brooklyn.

City Magistrates—Edward J. Dooley, James G. Tighe, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, Alfred E. Steers, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan.
President of the Board, Edward J. Dooley, No. 318 Adams street.
Secretary to the Board, Charles J. Flanagan, Myrtle and Vanderbilt avenues.

Courts.

First District—No. 318 Adams street.
Second District—Court and Butler streets.
Third District—Myrtle and Vanderbilt avenues.
Fourth District—No. 6 Lee avenue.
Fifth District—No. 240 Manhattan avenue.
Sixth District—No. 495 Gates avenue.
Seventh District—No. 31 Snider avenue (Flatbush).
Eighth District—West Eighth street (Coney Island).
Ninth District—Fifth avenue and Twenty-third street.
Tenth District—No. 133 New Jersey avenue.

Borough of Queens.

City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.

Courts.

First District—St. Mary's Lyceum, Long Island City.
Second District—Town Hall, Flushing, L. I.
Third District—Central avenue, Far Rockaway, L. I.

Borough of Richmond.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

Courts.

First District—Lafayette place, New Brighton, Staten Island.
Second District—Village Hall, Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.
Wauhope Lynn, William F. Moore, John J. Hover Justices.
Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.
Location of Court—Merchants' Association Building, No. 70 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Additional Parts of Court are now held in No. 128 Prince street, Tenth street and Sixth avenue, and No. 59 Madison street.
Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue, and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.
George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas P. Dinnean, Justices.

James J. Devlin, Clerk; Michael H. Looney, Deputy Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 2596 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.
Thomas E. Murray, James W. McLaughlin, Justices.
Michael Skelly, Clerk; Henry Merzbach, Deputy Clerk.

Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone number, 3450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwell's Island.
Michael F. Blake, William J. Boyhan, Justices.
Abram Bernard, Clerk; James Foley, Deputy Clerk.

Location of Court—Part I., No. 407 Second avenue, northwest corner of Second avenue and Twenty-third street. Part II., No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4570 Gramercy.

Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.
Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.
James V. Gilloon, Clerk; John H. Servis, Deputy Clerk.

Location of Court—Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4006 Riverside.

Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwell's Island and excluding any portion of Ward's Island.
Herman Joseph, Jacob Marks, Justices.
Edward A. McQuade, Clerk; Thomas M. Campbell, Deputy Clerk; John J. Dietz, Frederick J. Stroh, Assistant Clerks.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4343 79-St.

Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem river on a line continuous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.
Phillip J. Sinnott, David L. Weil, John R. Davies, Justices.

Heman B. Wilson, Clerk; Robert Andrews, Deputy Clerk.
Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randall's Island and the whole of Ward's Island.
Joseph P. Fallon, Leopold Prince, Justices.

William J. Kennedy, Clerk; Patrick J. Ryan, Deputy Clerk.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 3950 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Lexington avenue to the centre line of Fifth avenue and by One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.
Edgar J. Lauer, Frederick De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

William J. Chamberlain, Clerk; Charles Healy, Deputy Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 3873 Plaza.

Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by chapter 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court open daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.
William W. Penfield and Peter A. Sheil, Justices.
Thomas F. Delahanty, Clerk.
Office hours from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours, from 9 a. m. to 4 p. m. Court opens at 9 a. m.
John M. Tierney, Justice. Thomas A. Maher, Clerk.
Telephone, 3043 Melrose.

Borough of Brooklyn.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navv street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.

John J. Walsh, Justice. Edward Moran, Clerk. Clerk's Office open from 9 a. m. to 4 p. m.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.
Gerard B. Van Wart and Edward C. Dowling, Justices. Franklin B. Van Wart, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.

Philip D. Meagher and William J. Bogenschutz, Justices. John W. Carpenter, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens at 9 a. m.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 14 Howard avenue.
Thomas H. Williams, Justice. G. J. Wiederhold, Clerk. Milton I. Williams, Assistant Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue. Court-house, northwest corner of Fifty-third street and Third avenue.

Cornelius Furgueson, Justice. Jeremiah J. O'Leary, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 407 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Lucien S. Bayliss and George Fielder, Justices. Charles P. Bible, Clerk.
Court-house, No. 611 Fulton street.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. Samuel F. Brothers, Clerk.
Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).
Clerk's Office open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Trial Days, Tuesdays, Wednesdays, Thursdays and Fridays.
Jury Days, Wednesdays and Thursdays.
Telephone, 904 East New York.

Borough of Queens.

First District—First Ward (all of Long Island City formerly composing five wards). Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.
Thomas C. Kaden, Justice. Thomas F. Kennedy, Clerk.
Telephone, 2376 Greenpoint.

Second District—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.
William Rasquin, Jr., Justice. Luke I. Connor, Clerk. William Repper, Assistant Clerk. James B. Snediker, Stenographer.
Court days, Tuesdays and Thursdays; Fridays (for Jury Trials only).
Clerk's Office open from 9 a. m. to 4 p. m.
Telephone, 87 Newtown.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.
James F. McLaughlin, Justice. George W. Damon, Clerk.
Court-house, Town Hall, Jamaica.
Telephone, 189 Jamaica.
Clerk's Office open from 9 a. m. to 4 p. m.
Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Borough of Richmond.

First District—First and Third Wards (Towns of Castleton and Northfield). Court-room, former Village Hall, Lafayette avenue and Second street, New Brighton.

Thomas C. Brown, Justice. Anning S. Prall, Clerk.
Clerk's Office open from 8.45 a. m. to 4 p. m.
Telephone, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

George W. Stake, Justice. Peter Tiernan, Clerk.
Clerk's Office open from 9 a. m. to 4 p. m.
Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays.
Telephone, 313 Tompkinsville.

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department until 3 o'clock p. m. on

THURSDAY, APRIL 2, 1908.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING GRASS SODS IN PARKS AND PARKWAYS, BOROUGH OF BROOKLYN.

The time allowed for the completion of the contract is on or before November 1, 1908.

The amount of security required is Twenty-five Hundred Dollars (\$2,500).

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

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See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 26, 1908.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING VITRIFIED STONEWARE DRAINPIPE (NO. 1, 1908) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery and the full performance of the contract is before May 15, 1908.

The amount of security required is Three Hundred Dollars (\$300).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,

m16,26

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ZBROWSKI MANSION, CLAREMONT PARK, BOROUGH OF THE BRONX.

SEALED BIDS WILL BE RECEIVED BY the Park Commissioner at the above office of the Department of Parks until 12 o'clock m. on

FRIDAY, MARCH 27, 1908.

FOR THE PRIVILEGE OF MAINTAINING A STAND IN PELHAM BAY PARK, NEAR BARTOW STATION, FOR THE PURPOSE OF A PUBLIC SHELTER SHED AND SELLING REFRESHMENTS (SPIRITOUS LIQUORS EXCEPTED) FOR THE TERM OF ONE YEAR.

No bids will be considered unless accompanied by a certified check or money to the amount of one-quarter of the sum bid for the rent and privilege per year.

The bids will be compared and the privilege will be awarded to the highest responsible bidder.

The Commissioner reserves the right to reject any or all bids.

Form of proposal and full information as to bidding can be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, New York City.

JOSEPH I. BERRY,
Commissioner of Parks, Borough of The Bronx.

m13,27

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 26, 1908.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING FIVE HUNDRED (500) CUBIC YARDS BROKEN STONE OF TRAP ROCK AND ONE THOUSAND (1,000) CUBIC YARDS SCREENINGS OF TRAP ROCK (NO. 1, 1908), FOR PARKS, BOROUGH OF THE BRONX.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is before June 1, 1908.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,

m12,26

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 19, 1908.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING ONE HUNDRED (100) BARRELS OF PORTLAND CEMENT (NO. 2, 1908) FOR PARKS, BOROUGH OF THE BRONX.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is before April 1, 1908.

The amount of security required is One Hundred and Twenty-five Dollars (\$125).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,

m5,19

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 19, 1908.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING TWO HUNDRED (200) BARRELS PORTLAND CEMENT (NO. 1, 1908) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery and the full performance of the contract is before May 15, 1908.

The amount of security required is Two Hundred and Fifty Dollars (\$250).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,

m5,19

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, MARCH 19, 1908.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING FIFTY (50) WASTE RECEPTACLES (NO. 1, 1908) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery and the full performance of the contract is thirty (30) days.

The amount of security required is Three Hundred Dollars (\$300).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;
JOSEPH I. BERRY,
MICHAEL J. KENNEDY,

m5,19

See General Instructions to Bidders on the last page, last column, of the "City Record."

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, October 12, 1907.
WILLIAM E. STILLINGS,
GEORGE C. NORTON,
LEWIS A. ABRAMS,

Commissioners.

LAMONT McLOUGHLIN,
Clerk.

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 16, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

MONDAY, MARCH 16, UNTIL 4 P. M.

MONDAY, MARCH 30, 1908,

for the position of

INSPECTOR OF METERS AND WATER CONSUMPTION.

(NO APPLICATION RECEIVED AT THE OFFICE OF THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON MARCH 30, WILL BE ACCEPTED.)

The examination will be held on Tuesday, April 28, 1908, at 10 a. m.

The subjects and weights of the examination are as follows:

Technical 5
Experience 2
Report 2
Mathematics 1

The percentage required is 75 on the technical paper and 70 on all.

Candidates must be familiar with the general details of construction, operation and setting of the several styles of water meters allowed in the City, and must be able to read the same accurately. They should also be familiar with the proper installation and care of plumbing fixtures and means of detecting and preventing waste of water. Knowledge of the municipal rules and regulations governing the use of water is also desirable.

There are four vacancies in the Department of Water Supply, Gas and Electricity.
The salary is \$1,000 per annum.
The minimum age is 21 years.

F. A. SPENCER,
Secretary.
m16,a28

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 3, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

TUESDAY, MARCH 3, UNTIL 4 P. M.

TUESDAY, MARCH 17, 1908,

for the position of

LAW CLERK.

The examination will be held on Tuesday, April 14, 1908, at 10 a. m.

The subjects and weights of the examination are as follows:

Handwriting 1
Letter 2
Arithmetic 2
Duties 5

The percentage required is 70.

The salary ranges from \$1,050 to \$1,500 per annum.

The minimum age is 21 years.

F. A. SPENCER,
Secretary.
m3,a14

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 19, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

WEDNESDAY, FEBRUARY 19, UNTIL 4 P. M. WEDNESDAY, MARCH 4, 1908,

for the position of

INSPECTOR OF PLUMBING.

The examination will be held on Wednesday, April 1, 1908, at 10 a. m.

The subjects and weights of the examination are as follows:

Technical 5
Experience 2
Report 2
Mathematics 1

The percentage required is 75 on the technical paper and 70 on all.

Attention is called to section 406 of the New York Charter and also to section 48 of chapter 803 of the Laws of 1896, wherein it is provided that an Inspector of Plumbing must have had five years' experience as a plumber, and is required to produce a certificate of competency from the Examining Board of Plumbers before he can be appointed.

The salary is \$1,200 per annum.

The minimum age is twenty-one years.

F. A. SPENCER,
Secretary.
f28,a1

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 27, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

THURSDAY, FEBRUARY 27, UNTIL 4 P. M., THURSDAY, MARCH 12, 1908, for the positions of

JUNIOR ASSISTANT CORPORATION COUNSEL AND DEPUTY ASSISTANT CORPORATION COUNSEL.

The examination will be held on

FRIDAY, APRIL 10, 1908,

at 10 a. m.

The subjects and weights of the examination are as follows:

Technical 7
Experience 3

The percentage required is 75 on the technical paper and 70 on all.

Candidates must be members of the bar at the time of making application, and should be familiar with the subjects of Negligence, Contracts, Evidence, Admiralty Law and Practice.

The salary for Junior Assistant is \$1,500 up

but not including \$2,250 per annum.

The salary for Deputy Assistant is \$2,250 up

but not including \$3,000 per annum.

The minimum age is 21 years.

F. A. SPENCER,
Secretary.
f27,a10

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 25, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

TUESDAY, FEBRUARY 25, UNTIL 4 P. M., TUESDAY, MARCH 10, 1908, for the position of

SEARCHER.

The examination will be held on

WEDNESDAY, APRIL 8, 1908,

at 10 a. m.

The subjects and weights of the examination are as follows:

Duties 6
Experience 3
Arithmetic 1

The percentage required is 70.

The salary is \$1,200 per annum.

The minimum age is 21 years.

The subjects and weights of the examination are as follows:

Duties	7
Experience	3

The percentage required is 70.
The salary is \$900 to \$1,200 per annum.
The minimum age is 21 years.

F. A. SPENCER,
Secretary.
f21,a6

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 17, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from **MONDAY, FEBRUARY 17, UNTIL 4 P. M. TUESDAY, MARCH 3, 1908**, for the position of

TELEPHONE OPERATOR (FEMALE).
The examination will be held on **WEDNESDAY, MARCH 25, 1908**, at 10 a. m.

The subjects and weights of the examination are as follows:

Duties	7
Experience	3

The percentage required is 70.
Candidates must be familiar with operating telephone switchboards, as used by the New York and the New York and New Jersey Telephone companies.
This examination is restricted to women.
The salary attached to the position is from \$480 to \$900 per annum.
The minimum age is eighteen years.

F. A. SPENCER,
Secretary.
f18,m25

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 14, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from **FRIDAY, FEBRUARY 14, UNTIL 4 P. M. FRIDAY, MARCH 13, 1908**, for the position of

PATHOLOGIST.

The examination will be held on **TUESDAY, MARCH 31, 1908**, at 10 a. m.

The subjects and weights of the examination are as follows:

Technical	6
Experience	4

The percentage required is 75 on the technical paper and 70 on all.
Candidates must have had practical experience in autopsy work, pathology and bacteriology.
Certification for Bacteriologist will be made from the resulting eligible list.
One vacancy exists.
The salary is \$1,500 per annum.
The minimum age is 21 years.

F. A. SPENCER,
Secretary.
f14,m13

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission, Room 1119.

All notices of examinations will be posted in the office of the Commission, City Hall, Municipal Building, Brooklyn, and advertised in the City Record for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals appertaining to the particular profession for which the examination is called.

Such notices will be sent to the daily papers as matters of news, and to the General Post-office and stations thereof. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Specimen questions of previous examinations may be obtained at Room 1108.

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

FRANK L. POLK,
President;
R. ROSS APPLETON,
ARTHUR J. O'KEEFE,
Commissioners.

FRANK A. SPENCER,
Secretary.

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m., on

THURSDAY, MARCH 26, 1908.
Borough of The Bronx.

No. 1. FOR FURNISHING AND DELIVERING SEVENTY-FIVE TONS OF CANNEL COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before October 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department,

Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,
Commissioner.

Dated March 13, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m., on

THURSDAY, MARCH 26, 1908.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING GENERAL SUPPLIES, CONSISTING OF COTTON WASTE, ETC., EMERY CLOTH, ETC., HAYFORKS, ETC., SHOVELS, OILS, SPONGES, ICE CANS, EXCELSIOR, ETC., FOR THE BOROUGH OF BROOKLYN AND QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,
Commissioner.

Dated March 13, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

WEDNESDAY, MARCH 18, 1908.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING TWENTY THOUSAND FEET OF 3-INCH RUBBER FIRE HOSE, FIVE-PLY.

The time for the delivery of the articles, materials and supplies and the performance of the contract is forty (40) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,
Fire Commissioner.

Dated March 6, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

TUESDAY, MARCH 17, 1908.

Borough of Brooklyn.

FOR FURNISHING AND DELIVERING MISCELLANEOUS SUPPLIES FOR FIRE-BOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before July 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,
Fire Commissioner.

Dated March 4, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

TUESDAY, MARCH 17, 1908.

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING MISCELLANEOUS SUPPLIES FOR FIREBOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before July 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before July 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 2. FOR FURNISHING AND DELIVERING FOUR HUNDRED TONS OF PEA SIZE ANTHRACITE COAL FOR HEADQUARTERS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before March 31, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

HUGH BONNER,
Fire Commissioner.

Dated March 4, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

THURSDAY, MARCH 26, 1908.

FOR FURNISHING AND DELIVERING PIPE RAILS, RAILING POSTS AND FITTINGS TO THE BROOKLYN BRIDGE.

The time for the delivery of the material and the performance of the contract is two weeks.

The amount of security to guarantee the faithful performance of the work will be Two Thousand Dollars (\$2,000).

The right is reserved by the Commissioner to reject all the bids, should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

JAMES W. STEVENSON,
Commissioner of Bridges.

Dated March 10, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office until 11 o'clock a. m.

WEDNESDAY, MARCH 25, 1908.

Borough of Brooklyn.

FOR REGULATING AND REPAVING WITH MEDINA SANDSTONE PAVEMENT, CLASS A, ON A CONCRETE FOUNDATION, THE ROADWAY OF FULTON STREET, FROM JORALEMON STREET TO HANOVER PLACE.

The Engineer's estimate of the quantities is as follows:

8,890 square yards of Medina sandstone block pavement, Class A.

90 square yards of old stone pavement to be relaid.

1,480 cubic yards of concrete.

3,450 linear feet of new curbstone to be set in concrete.

470 linear feet of old curbstone to be reset in concrete.

28,800 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is forty-five (45) calendar days, and shall be completed on or before September 1, 1908.

The amount of security required is Twenty-five Thousand Dollars (\$25,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, cubic yard, square yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained at the office of the Department of Highways, No. 14 Municipal Building, the Borough of Brooklyn.

BIRD S. COLER,
President.

Dated March 7, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, MARCH 25, 1908.

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING RUBBER COATS, BOOTS, HOSE, ETC., TO THE VARIOUS STATIONS OF THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of articles and full performance of the contract is until December 31, 1908.

The amount of security required will be Seven Hundred and Fifty Dollars.

No. 2. FOR FURNISHING AND DELIVERING MANHOLE HEADS AND COVERS, ETC., FOR USE OF THE BUREAU OF SEWERS, BOROUGH OF BROOKLYN.

The time for the delivery of the articles and full performance of the contract is until December 31, 1908.

The amount of security required will be Six Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per dozen, feet, or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at Bureau of Public Buildings and Offices, Room 29, Municipal Building, the Borough of Brooklyn.

BIRD S. COLER,
President.

Dated March 9, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM NO. 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, MARCH 18, 1908.

No. 1. FOR FURNISHING AND DELIVERING EIGHT HUNDRED AND TEN (810) CUBIC YARDS OF BROKEN TRAP ROCK, AND TWO HUNDRED AND SEVENTY (270) CUBIC YARDS OF TRAP ROCK SCREENINGS.

The above material to be delivered on the roadway of Lincoln road, between Washington and Rogers avenues.

The time for the completion of the work and the full performance of the contract is thirty (30) working days from the date of such notification.

The amount of security required is Six Hundred Dollars (\$600).

No. 2. FOR LAYING CEMENT SIDEWALKS ON THE NORTH SIDE OF FIFTY-THIRD STREET, BETWEEN SEVENTH AND EIGHTH AVENUES, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

32,214 square feet cement sidewalk.

The time for the completion of the work and the full performance of the contract is forty working days from the date of such notification.

The amount of security required is Two Thousand Dollars (\$2,000).

No. 3. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE SOUTH SIDE OF BELMONT AVENUE, BETWEEN SNEDDIKER AVENUE AND HINSDALE STREET, ETC., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

2,816 linear feet of fence.

The time for the completion of the work and the full performance of the contract is thirty (30) working days from the date of such notification.

The amount of security required is Five Hundred Dollars (\$500).

No. 4. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE SOUTH SIDE OF BLAKE AVENUE, BETWEEN SACKMAN AND POWELL STREETS, ETC., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

3,004 linear feet of fence.

The time for the completion of the work and the full performance of the contract is thirty (30) working days from the date of such notification.

The amount of security required is five hundred Dollars (\$500).

No. 5. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE NORTH SIDE OF LINCOLN PLACE, BETWEEN ROGERS AND NOSTRAND AVENUES, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

3,638 linear feet of fence.

The time for the completion of the work and the full performance of the contract is forty (40) working days from the date of such notification.

The amount of security required is Six Hundred Dollars (\$600).

No. 6. FOR FENCING VACANT LOTS WITH WOODEN RAIL FENCES, SIX FEET HIGH, ON THE NORTH SIDE OF ATLANTIC AVENUE, BETWEEN PERRY PLACE AND NOSTRAND AVENUE, ETC., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

1,078 linear feet of fence.

The time for the completion of the work and the full performance of the contract is fifteen (15) working days from the date of such notification.

The amount of security required is Two Hundred Dollars (\$200).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, square yard, cubic yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made, at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, No. 14 Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated March 2, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz:

Borough of Brooklyn.

List 9639, No. 4. Paving with asphalt pavement East Thirty-first street, between Flatbush avenue and Glenwood road.

List 9640, No. 5. Regulating, grading, curbing and flagging East Thirty-first street, between Flatbush avenue and Glenwood road.

List 9654, No. 6. Regulating, grading, curbing and flagging Cleveland street, between Pitkin and Livonia avenues.

List 9655, No. 7. Regulating, grading, curbing and flagging Eleventh avenue, between Sixty-fifth and Sixty-ninth streets.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Folsom place, from Linwood street to Essex street, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Park place, from Eastern parkway extension to East New York avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of East Thirty-first street, from Avenue F to Glenwood road, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of East Thirty-first street, from Flatbush avenue to Glenwood road, and to the extent of half the block at the intersecting streets.

No. 5. Both sides of East Thirty-first street, from Flatbush avenue to Glenwood road, and to the extent of half the block at the intersecting streets.

No. 6. Both sides of Cleveland street, from Pitkin avenue to Livonia avenue, and to the extent of half the block at the intersecting streets.

No. 7. Both sides of Eleventh avenue, from Sixty-fifth street to Sixty-ninth street, and to the extent of half the block at the intersecting streets.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before April 14, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway.

City of New York, Borough of Manhattan,
March 12, 1908.

m12,23

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10.30 o'clock a. m.

JOSEPH HAAG,
Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

N. TAYLOR PHILLIPS,
Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m., upon notice of the Chief Clerk.

HENRY J. STORRS,
Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

PATRICK J. TRACY,
Supervisor, Secretary.

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan at the City Hall, Room 16, until 2 o'clock p. m. on

TUESDAY, MARCH 24, 1908.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RECEIVING BASIN AND APPURTENANCES ON THE SOUTHWEST CORNER OF FORTY-SIXTH STREET AND FIRST AVENUE.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required, is as follows:

18 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

1 receiving basin of the circular pattern, with new style grate-bars and granite heads.

25 cubic yards of rock, to be excavated and removed.

The time allowed to complete the whole work will be twenty (20) working days.

The amount of the security required will be One Hundred and Fifty Dollars (\$150).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RECEIVING BASINS AND APPURTENANCES ON THE SOUTHWEST AND NORTHWEST CORNERS OF SIXTY-FOURTH, SEVENTIETH, SEVENTY-FIRST, SEVENTY-THIRD, SEVENTY-FOURTH, SEVENTY-FIFTH, SEVENTY-SIXTH, SEVENTY-SEVENTH, SEVENTY-EIGHTH AND SEVENTY-NINTH STREETS AND EXTERIOR STREET.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required, is as follows:

438 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

20 receiving basins of the circular pattern, with new style grate bars and granite heads.

300 cubic yards of rock, to be excavated and removed.

1,000 feet (B. M.) of timber and planking, for bracing and sheet piling.

1,000 feet (B. M.) of timber and planking, for foundations.

The time allowed to complete the whole work will be one hundred (100) working days.

The amount of the security required will be Three Thousand Dollars (\$3,000).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RECEIVING BASIN AND APPURTENANCES ON THE EAST SIDE OF THIRD AVENUE, BETWEEN ONE HUNDRED AND TWENTY-NINTH AND ONE HUNDRED AND THIRTIETH STREETS.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required, is as follows:

42 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

1 receiving basin of the circular pattern, with new style grate-bars and granite head.

1,000 feet (B. M.) of timber and planking, for bracing and sheet piling.

The time allowed to complete the whole work will be ten (10) working days.

The amount of the security required will be One Hundred and Fifty Dollars (\$150).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN SCAMMEL STREET, BETWEEN WATER AND CHERRY STREETS.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required, is as follows:

117 linear feet of salt-glazed vitrified stone-ware pipe sewer of 12-inch interior diameter.

6,000 feet (B. M.) of timber and planking, for bracing and sheet piling.

350 feet (B. M.) of timber and planking, for foundations.

The time allowed to complete the whole work will be thirty (30) working days.

The amount of the security required will be Five Hundred Dollars (\$500).

No. 5. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN TWELFTH AVENUE, BETWEEN ONE HUNDRED AND THIRTY-THIRD AND ONE HUNDRED AND THIRTY-FIFTH STREETS.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required, is as follows:

35 linear feet of brick sewer of 4 feet by 2 feet 8 inches interior diameters, Class 1.

250 linear feet of brick sewer of 4 feet by 2 feet 8 inches interior diameters, Class 2.

50 linear feet of brick sewer of 4 feet by 2 feet 8 inches interior diameters, Class 3.

12 linear feet of brick sewer of 3 feet 6 inches by 2 feet 4 inches interior diameters, Class 4.

84 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

2 receiving basins of the circular pattern, with new style grate bars and granite heads.

25 cubic yards of rock, to be excavated and removed.

15,000 feet (B. M.) of timber and planking for bracing and sheet piling.

The time allowed to complete the whole work will be seventy-five (75) working days.

The amount of the security required will be Three Thousand Dollars (\$3,000).

No. 6. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWERS AND APPURTENANCES IN BROADWAY, BOTH SIDES, FROM TWO HUNDRED AND FOURTEENTH STREET TO SHIP CANAL BRIDGE; IN TWO HUNDRED AND EIGHTEENTH STREET, BETWEEN BROADWAY AND NINTH AVENUE, AND IN NINTH AVENUE, BETWEEN TWO HUNDRED AND SIXTEENTH AND TWO HUNDRED AND EIGHTEENTH STREETS.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required, is as follows:

400 linear feet of brick sewer of 4 feet by 2 feet 8 inches interior diameters, Class 1.

200 linear feet of brick sewer of 3 feet 6 inches by 2 feet 4 inches interior diameters, Class 2.

1,222 linear feet of brick sewer of 3 feet 6 inches by 2 feet 4 inches interior diameters, Class 3.

1,937 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15-inch interior diameter.

125 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12-inch interior diameter.

7 receiving basins of the circular pattern, with new style grate bars and bluestone heads.

100 cubic yards of rock, to be excavated and removed.

50,000 feet (B. M.) of timber and planking for bracing and sheet piling.

5,800 feet (B. M.) of timber and planking for foundations.

The time allowed to complete the whole work will be three hundred (300) working days.

The amount of the security required will be Twelve Thousand Dollars (\$12,000).

No. 7. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN POST AVENUE, BETWEEN ACADEMY STREET AND TENTH AVENUE.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

36 linear feet of brick sewer of 3 feet 6 inches by 2 feet 4 inches interior diameters.

1,412 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15 inches interior diameter.

80 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12 inches interior diameter.

2 receiving basins of the circular pattern, with new style grate bars and bluestone heads.

2,650 cubic yards of rock to be excavated and removed.

1,000 feet (B. M.) of timber and planking for bracing and sheet piling.

4,050 feet (B. M.) of timber and planking for foundations.

The time allowed to complete the whole work will be two hundred and fifty (250) working days.

The amount of the security required will be Seventy-five Hundred Dollars (\$7,500).

No. 8. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR BUILDING SEWER AND APPURTENANCES IN SEAMAN AVENUE, BETWEEN ACADEMY AND EMERSON STREETS.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

1,115 linear feet of salt-glazed vitrified stone-ware pipe sewer of 15 inches interior diameter.

25 linear feet of salt-glazed vitrified stone-ware pipe culvert of 12 inches interior diameter.

1 receiving basin of the circular pattern, with new style grate bars and bluestone heads.

280 cubic yards of rock to be excavated and removed.

1,000 feet (B. M.) of timber and planking for bracing and sheet piling.

3,350 feet (B. M.) of timber and planking for foundations.

The time allowed to complete the whole work will be one hundred and fifty (150) working days.

The amount of the security required will be Three Thousand Dollars (\$3,000).

Each contract must be bid for separately.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

JOHN F. AHEARN,
President, Borough of Manhattan.

The City of New York, March 13, 1908.

m13,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room 16, until 2 o'clock p. m. on

TUESDAY, MARCH 24, 1908.

No. 1. FOR REPAIRING AND MAINTAINING SHEET ASPHALT PAVEMENTS ON THE STREETS IN THE BOROUGH OF MANHATTAN ON WHICH THE ORIGINAL GUARANTEE OF MAINTENANCE HAS EXPIRED OR WILL EXPIRE DURING THE TERM OF THIS CONTRACT.

The Engineer's estimate of amount of work to be done:

220,000 square yards of asphalt pavement, including binder course.

1,200 cubic yards of Portland cement concrete.

The time allowed for doing and completing the above work will be one year from the date of the contract.

The amount of security required will be Fifty Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms and specifications may be had at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Highways, Room 1607, Borough of Manhattan.

JOHN F. AHEARN,
President, Borough of Manhattan.

The City of New York, March 13, 1908.

m13,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 2 o'clock p. m. on

TUESDAY, MARCH 24, 1908.

No. 1. FOR FURNISHING AND DELIVERING ABOUT FIVE HUNDRED (500) BARRELS OF PORTLAND CEMENT.

The amount of security required will be Five Hundred Dollars (\$500).

No. 2. FOR FURNISHING AND DELIVERING ABOUT TWO HUNDRED (200) SIGN BOXES.

The amount of security required will be Five Hundred Dollars (\$500).

No. 3. FOR FURNISHING AND DELIVERING ABOUT TWO THOUSAND (2,000) ENAMELED STREET SIGNS.

The amount of security required will be Five Hundred Dollars (\$500).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

The time allowed for doing and completing the contracts is until December 31, 1908.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms and specifications may be had at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Highways, Room 1607, Borough of Manhattan.

JOHN F. AHEARN,
President, Borough of Manhattan.

The City of New York, March 13, 1908.

m13,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, MARCH 18, 1908.

Boroughs of Manhattan and The Bronx.

FOR FURNISHING AND DELIVERING OPERATING SUPPLIES FOR PUMPING STATIONS, AS FOLLOWS:

Class A—Packing.

Class B—Rubber goods.

Class C—Wicking, waste and wiping cloths.

Class D—Cylinder oil and engine oil.

Class E—Lubricating grease.

Class F—Kerosene oil.

The time for the complete delivery of the supplies and the performance of this contract will be 365 calendar days.

The amount of security required will be fifty per centum (50%) of the price bid.

Bidders must state the price of each article in the class for which they bid per pound, gallon, gross, etc., and also a price for the whole class complete, by which the bids will be tested. All prices are to include containers and to be "net," without discounts or conditions. Awards will be made to the lowest bidder on each class, and all bids will be held to be informal which fail to name a price for every item in the class and for the whole class complete for which the bid is made.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Room 922, Nos. 13 to 21 Park row, Borough of Manhattan.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, March 5, 1908.

m6,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET, BOROUGH OF MANHATTAN.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the City of New York, at the Bookkeeper's Office, Central Department, until 10 o'clock a. m. on

WEDNESDAY, MARCH 25, 1908.

FOR FURNISHING AND DELIVERING 800 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL FOR USE IN THE BOROUGH OF QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1908.

The amount of security required will be fifty per cent. (50%) of the amount of bid or estimate.

Bidders will state the kind of anthracite coal they propose to furnish by giving the name of its mine or other business appellation.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,
Police Commissioner.

Dated March 13, 1908.

m13,25

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET.

SEALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the City of New York, at the Bookkeeper's office, Central Department, until 10 o'clock a. m. on

THURSDAY, MARCH 19, 1908.

FOR FURNISHING AND DELIVERING BLANK BOOKS, PRINTING, LITHOGRAPHY AND ENGRAVING.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1908.

The amount of security required will be fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item, and the Police Department reserves the right to award the contract by the entire schedule or to award for each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the Central Office of the Police Department, No. 300 Mulberry street, Borough of Manhattan.

THEODORE A. BINGHAM,
Police Commissioner.

Dated March 6, 1908.

m7,19

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE DEPUTY Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
Police Commissioner.

DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 9.45 a. m. on

FRIDAY, MARCH 27, 1908.

FOR FURNISHING AND DELIVERING TIMBER, LUMBER, MOULDING, ETC., TO THE TUBERCULOSIS SANATORIUM, AT OTISVILLE, ORANGE COUNTY, NEW YORK, DURING THE YEAR 1908.

The time for the delivery of the supplies and the performance of the contract is within forty-five days after the award of the contract.

The prices bid shall include the cost of delivering the supplies at the Otisville (N. Y.) station of the Erie Railroad.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Bids will be compared and the contract awarded to the lowest bidder for the entire contract.

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, and at the office of the Sanatorium in the Tymeson House, Otisville, N. Y.

THOMAS DARLINGTON, M. D., President;

ALVAH H. DOTY, M. D.,

THEODORE A. BINGHAM, Board of Health.

Dated March 16, 1908.

m16,27

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, NEW YORK, March 5, 1908.

AUCTION SALE.

THE DEPARTMENT OF HEALTH OF The City of New York will sell at public auction at Stable A of the Department of Street Cleaning, located at Seventeenth street and Avenue C, in the Borough of Manhattan, on

WEDNESDAY, MARCH 18, 1908,

at 10 a. m.:

- 1 Oldsmobile.
- 1 automobile ambulance.
- 1 coupe.
- 1 lot of lead and wire telephone cable (about 1,500 feet).
- 1 lot of rope.
- 1 launch.
- 1 lot of rubber, consisting of rubber shoes, coats, bags, etc.
- 1 lot of old rubber automobile tires.

The purchase money to be paid in cash or certified check at the time of sale.

Purchases will be required to be removed by the purchasers immediately after sale.

EUGENE W. SCHEFFER,

Secretary.

m7,18

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

THURSDAY, MARCH 26, 1908.

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON, STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before ten days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item. The bids on lumber will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,

Commissioner.

Dated March 9, 1908.

m16,26

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, MARCH 24, 1908.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON, STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before ten days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item, except the bids on lumber will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,

Commissioner.

Dated March 11, 1908.

m13,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, MARCH 17, 1908,

Borough of Manhattan.

FOR FURNISHING AND DELIVERING MEDICAL AND SURGICAL SUPPLIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during the year 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals and awards made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN V. COGGEY,

Commissioner.

Dated March 3, 1908.

m4,17

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Independent."

BOROUGH OF RICHMOND.

"Staten Island World," "Richmond County Herald."

BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Presse."

BOROUGH OF MANHATTAN.

"Real Estate Record and Guide" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 10, 1906. Amended June 20, 1906; July 1, 1907; September 30, 1907; February 24, 1908; March 5, 1908.

DEPARTMENT OF DOCKS AND FERRIES.

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

WEDNESDAY, MARCH 25, 1908.

CONTRACT NO. 1125.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING ABOUT 2,500 HOURS' TOWING SERVICES ON THE NORTH AND EAST RIVERS.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is Five Thousand Dollars.

Bidders must state a price per hour for doing the work called for in the specifications, by which price the bids will be tested and according to which price any award of the contract will be made.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m13,25

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

WEDNESDAY, MARCH 25, 1908.

CONTRACT NO. 1124.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING ABOUT 750 TONS OF ANTHRACITE COAL AND ABOUT 50 TONS OF CUMBERLAND COAL.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is as follows:

On Class 1, for the anthracite coal, One Thousand Eight Hundred Dollars.

On Class 2, for the Cumberland coal, One Hundred and Four Dollars.

Bidders must state a price per ton for the coal to be furnished in each class, by which price the bids will be tested. The contract, if awarded, will be by class to the lowest bidder in each class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m13,25

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock noon on

MONDAY, MARCH 23, 1908.

CONTRACT NO. 1108.

FOR FURNISHING AND DELIVERING SAWED NEW YELLOW PINE OR OREGON PINE LUMBER, SAWED NEW SPRUCE LUMBER AND SAWED NEW OAK LUMBER.

The time for the completion of the work and the security deposit required are as follows:

Class 1. Yellow pine or Oregon pine lumber; \$40,000; 180 calendar days.

Class 2. Spruce lumber; \$2,500; 60 calendar days.

Class 3. Oak lumber; \$2,700; 60 calendar days.

Bidders will state a price per 1,000 feet, board measure, on each class, by which price the bids will be tested. Awards, if made, will be made to the lowest bidder on each class.

Deliveries will be required at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Docks and Ferries, at Pier "A," North River, Borough of Manhattan.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m11,23

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock noon on

MONDAY, MARCH 23, 1908.

CONTRACT NO. 1126.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING GRANITE STONE FOR BULKHEAD OR RIVER WALL.

The contract is divided into two classes, as follows:

Class 1. For granite headers and stretchers.

Class 2. For granite coping stones.

One hundred and twenty calendar days will be allowed for the completion of Class 1, and on Class 1 the security required will be \$5,900.

Sixty calendar days will be allowed for completion of Class 2, and on Class 2 the security required will be \$3,000.

The bidders will state the price of each class contained in the specifications, per cubic foot, by which the bids will be tested and awards made separately in each class.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m11,23

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

TUESDAY, MARCH 24, 1908.

CONTRACT NO. 1103.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING CARTS, WITH HORSES AND DRIVERS, FOR DISPOSING OF STREET SWEEPINGS FROM PIERS AND WATER-FRONT PROPERTY IN THE BOROUGH OF MANHATTAN, BROOKLYN AND QUEENS.

The time for the completion of the work and the full performance of the contract is on or before April 1, 1909.

The amount of security required is Nine Thousand Six Hundred Dollars.

Bidders will state in their estimates a price per day of eight hours for one cart, horse and driver. The bids will be tested by the per diem price, and the contract, if awarded, will be awarded to the lowest bidder according to such price.

The carts, horses and drivers must be furnished at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m11,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, MARCH 20, 1908.

CONTRACT NO. 1111.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR DREDGING ABOUT 150,000 CUBIC YARDS ON THE EAST AND HARLEM RIVERS, BOROUGH OF MANHATTAN, BROOKLYN, QUEENS AND THE BRONX, AND IN THE BOROUGH OF RICHMOND.

The time for the completion of the work and the full performance of the contract is on or before March 31, 1909.

The amount of security required is Fifteen Thousand Dollars.

Bidders will state a price per cubic yard for the work described in the specifications, by which price the bids will be tested. Award, if made, will be to the lowest bidder, according to such price per cubic yard.

The dredging must be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m10,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

FRIDAY, MARCH 20, 1908.

CONTRACT NO. 1107.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING MANILA ROPE.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 180 calendar days.

The amount of security required is Five Thousand Two Hundred Dollars.

The bidder will state price per pound for the material called for in the specifications by which the bids will be tested. The bids will be compared and the contract, if awarded, will be awarded to the lowest bidder according to such pound price.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

ALLEN N. SPOONER,

Commissioner of Docks.

Dated March 9, 1908.

m10,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,

Secretary.

DEPARTMENT OF FINANCE.

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF the Greater New York Charter, the Comptroller of The City of New York hereby gives public notice all persons, owners of property, affected by the following assessments for LOCAL IMPROV

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

DAWSON STREET—PAVING AND CURBING, from Longwood avenue to Intervale avenue. Area of assessment: Both sides of Dawson street, from Longwood avenue to Intervale avenue, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-NINTH STREET—SEWER, between Arthur avenue and Hughes avenue. Area of assessment: Both sides of East One Hundred and Seventy-ninth street, between Arthur avenue and Hughes avenue.

—that the same were confirmed by the Board of Revision of Assessments on March 12, 1908, and entered March 12, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 11, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 12, 1908.

m13,26

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

FIRST AVENUE—SEWER, between Broadway and Graham avenue. Area of assessment: Both sides of First avenue, from Graham avenue to Broadway; northwest side of Second avenue, from Graham avenue to a point about 400 feet easterly therefrom.

WOOLSEY STREET—SEWER, from Franklin street to Hoyt avenue. Area of assessment: Both sides of Woolsey street, between Franklin and Trowbridge streets; both sides of Woolsey street, between Trowbridge street and Hoyt avenue.

—that the same were confirmed by the Board of Revision of Assessments on March 12, 1908, and entered on March 12, 1908, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rent, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before May 11, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 12, 1908.

m13,26

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons owners of property affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

EIGHTH WARD, SECTION 3, AND THIRTIETH WARD, SECTION 17.

FORTY-FIRST STREET—SEWER, between Seventh and New Utrecht avenues. Area of assessment: Both sides of Forty-first street, from Tenth to a point about 400 feet northwesterly of Seventh avenue; both sides of Seventh, Eighth, Ninth and west side of Tenth avenue, between Fortieth and Forty-second streets.

SEVENTEENTH WARD, SECTION 9.

ENGERT AVENUE—PAVING, from Graham avenue to Leonard street. Area of assessment: Both sides of Engert avenue, from Graham avenue to Leonard street, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FOURTH WARD, SECTION 5.

HOPKINSON AVENUE—PAVING, between Eastern parkway and Atlantic avenue. Area of assessment: Both sides of Hopkinson avenue, from Eastern parkway to Atlantic avenue, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-EIGHTH WARD, SECTION 11.

IRVING AVENUE—SEWER, between Halsey street and Putnam avenue. Area of assessment: Both sides of Irving avenue, from Halsey street to Putnam avenue; both sides of Cornelia street, Jefferson avenue, Hancock street, Weirfield street, from Irving avenue to a point about 250 feet westerly; north side of Halsey street, from Irving avenue to a point about 250 feet westerly, and Lots Nos. 29 and 31 of Block 3379.

THIRTIETH WARD, SECTION 18.

SIXTY-FOURTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, between Third and Fourth avenues. Area of assessment: Both sides of Sixty-fourth street, from Third to Fourth avenue, and to the extent of half the block at the intersecting streets and avenues.

THIRTY-SECOND WARD, SECTION 23.

KENILWORTH PLACE—PAVING, from Avenue G to Germania place. Area of assessment: Both sides of Kenilworth place, from Avenue G to Germania place, and to the extent of half the block at the intersecting streets and avenues.

—that the same were confirmed by the Board of Assessors March 10, 1908, and entered March 10, 1908, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments thereon on or before May 9, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of 7 per centum per annum from the date when such assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, March 10, 1908.

m12,25

INTEREST ON CITY BONDS AND STOCK.

THE INTEREST DUE ON APRIL 1, 1908, on the Registered Bonds and Stocks of The City of New York will be paid on that day by the Comptroller, at his office in the Stewart Building, corner of Broadway and Chambers street (Room 85).

The Transfer Books thereof will be closed from March 14 to April 1, 1908.

The interest due on April 1, 1908, on the Coupon Bonds and Stock of the former City of New York will be paid on that day by the Guaranty Trust Company, Nos. 28 and 30 Nassau street.

The interest due on April 1, 1908, on coupon bonds of other corporations now included in The City of New York will be paid on that day at the office of the Comptroller.

HERMAN A. METZ,

Comptroller.

City of New York—Department of Finance, Comptroller's Office, March 6, 1908.

m6,21

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-THIRD STREET—SEWER AND APPURTENANCES, between Southern boulevard and Hoe avenue, and HOE AVENUE—SEWER, between East One Hundred and Seventy-third and One Hundred and Seventy-second streets. Area of assessment: Both sides of Hoe avenue, from One Hundred and Seventy-second to One Hundred and Seventy-fourth street; both sides of Bryant avenue, between One Hundred and Seventy-second and One Hundred and Seventy-fourth streets; both sides of One Hundred and Seventy-third street, from the Southern boulevard to Longfellow avenue.

TWENTY-FOURTH WARD, SECTIONS 11 AND 12.

MORRIS AVENUE—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSS-WALKS, BUILDING APPROACHES AND PLACING FENCES, from St. James Park to Jerome avenue, at Parkview terrace. Area of assessment: Both sides of Morris avenue, from St. James Park to Jerome avenue, at Parkview terrace, and to the extent of half the block at the intersecting streets and avenues.

—that the same were confirmed by the Board of Revision of Assessments on March 5, 1908, and entered March 5, 1908, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of the Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

ments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 4, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 5, 1908.

m6,19

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

CRESCENT STREET—REGULATING, GRADING, CONCRETING, CURBING AND FLAGGING, from Paynter avenue to Freeman avenue. Area of assessment: Both sides of Crescent street, from Paynter avenue to Freeman avenue, and to the extent of half the block at the intersecting streets and avenues.

CRESCENT STREET—SEWER, from Jane street to Paynter avenue. Area of assessment: Both sides of Crescent street, from Jane street to Paynter avenue; north side of Wilbur and south side of Paynter avenues, between Crescent and Prospect streets.

HAMILTON STREET AND WASHINGTON AVENUE—CATCH BASINS, on the northwest, southwest and northeast corners. Area of assessment: Both sides of Hamilton street, from Pierce avenue to Washington avenue, and north side of Hamilton street, from Washington avenue to a point about 140 feet westerly therefrom.

—that the same were confirmed by the Board of Revision of Assessments on March 5, 1908, and entered on March 5, 1908, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before May 4, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 5, 1908.

m6,19

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

SEVENTH STREET—REGULATING, GRADING, CURBING AND PAVING, from Jackson avenue to East avenue. Area of assessment: Both sides of Seventh street, from Jackson avenue to East avenue, and to the extent of half the block at the intersecting streets and avenues.

NOTT AVENUE—REGULATING, GRADING, CURBING, RECURBING AND PAVING, from Van Alst avenue to Vernon avenue. Area of assessment: Both sides of Nott avenue, from Van Alst avenue to Vernon avenue.

—that the same were confirmed by the Board of Assessors on March 3, 1908, and entered on March 3, 1908, in the Record of Titles of Assessments kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau

for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before May 2, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,

Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 3, 1908.

m5,18

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessments for OPENING AND ACQUIRING TITLE to the following named street and place in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

BARRY STREET—OPENING, from Leggett avenue to Longwood avenue. Confirmed February 19, 1908; entered March 3, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the westerly prolongation of a line parallel to and distant one hundred (100) feet south of the southerly line of the Eastern boulevard and a line parallel to and distant one hundred (100) feet west of the westerly line of Cabot street, running thence northerly along said parallel line to Cabot street and its northerly prolongation to its intersection with the southerly prolongation of the southeasterly line of Garrison avenue; thence northeasterly along said last mentioned prolongation and southeasterly line, to its intersection with a line parallel to and distant one hundred (100) feet northeasterly of the northeasterly line of Longwood avenue; thence southeasterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet northwesterly of the northwesterly line of Barry street; thence northeasterly along said last mentioned parallel line to its intersection with the southerly line of Lafayette avenue; thence easterly along said southerly line to its intersection with the westerly line of Tiffany street; thence southerly along said last mentioned westerly line to its intersection with a line parallel to and distant one hundred (100) feet southeasterly of the southeasterly line of Barry street; thence southeasterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet northeasterly of the northeasterly line of Longwood avenue; thence southeasterly along said parallel line and its southeasterly prolongation to its intersection with the northeasterly prolongation of the northwesterly line of Truxton street; thence southeasterly along said northeasterly prolongation and northwesterly line and its southwesterly prolongation to its intersection with a line parallel to and distant one hundred (100) feet southwesterly of the southwesterly line of Leggett avenue; thence northwesterly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet east of the easterly line of Dupont street; thence southerly along said parallel line to its intersection with a line parallel to and distant one hundred (100) feet south of the southerly line of the Eastern boulevard; thence westerly along said last mentioned parallel line to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 12.

SUMMIT PLACE—OPENING, from Heath avenue to Boston avenue. Confirmed January 25, 1908; entered March 3, 1908. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the northwesterly prolongation of a line parallel to the southwesterly line of Summit place, at a point on the southeasterly line of Heath avenue, midway between Boston avenue and Summit place and a line parallel to and distant one hundred (100) feet northwesterly of the northwesterly line of Heath avenue; running thence northeasterly along said last-mentioned parallel line to its intersection with the northwesterly prolongation of a line parallel to the northwesterly line of Summit place at a point on the northwesterly line of Boston avenue midway between Summit place and Heath avenue; thence southeasterly along said northwesterly prolongation and parallel line and its southeasterly prolongation to its intersection with a line parallel to and distant one hundred (100) feet southeasterly of the southeasterly line of Boston avenue; thence southwesterly along said parallel line to its intersection with the southeasterly prolongation of a line parallel to the southeasterly line of Summit place at a point on the southeasterly line of Heath avenue, midway between Boston avenue and Summit place; thence northwesterly along said last-mentioned southeasterly prolongation and parallel line and its northwesterly prolongation to the point or place of beginning.

The above entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 2, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate

m4,17

H. A. METZ,
Comptroller.

The City of New York, March 6, 1908

3 barrels of Pinotas sawdust.
50 saddle pads.
2 hand grain trucks.
2 kegs of 10d wire nails.
2 kegs of 20d wire nails.
2 kegs of 40d wire nails.
2 kegs of 8d wire nails.

The City of New York, March 2, 1908. President.
m4,24
 See General Instructions to Bidders on the last page, last column, of the "City Record."

Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of First street, between Middleburg avenue and Anderson avenue; Second street, between Riker avenue and the summit northerly from Anderson avenue, and

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between Forty-sixth street and Forty-seventh street, on the southeast by a line midway between Eighth avenue and Ninth avenue, on the southwest by a line midway between Fifth street and Fifty-first street, and on the northwest by a line midway between Seventh avenue and Eighth avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on February 28, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Milford street, from Glenmore avenue to Pitkin avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Glenmore avenue, the said distance being measured at right angles to the line of Glenmore avenue; on the east by a line midway between Logan street and Milford street; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Pitkin avenue, the said distance being measured at right angles to the line of Pitkin avenue; on the west by a line midway between Milford street and Montauk avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on February 28, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Fuller place, from Windsor place to Prospect avenue, and Howard place, from Windsor place to Prospect avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line distant 100 feet northerly from and parallel with the northerly line of Windsor place, the said distance being measured at right angles to the line of Windsor place; on the southeast by a line midway between Fuller place and Tenth avenue, and by the prolongation of the said line; on the southwest by a line distant 100 feet southerly from and parallel with the southerly line of Prospect avenue, the said distance being measured at right angles to the line of Prospect avenue; on the northwest by a line midway between Prospect Park West and Howard place, and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on February 28, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Metcalf avenue, from Bronx River avenue, near Bronx River, to East One Hundred and Seventy-seventh street; and Bronx River avenue, from Lacombe avenue to Metcalf avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the northeasterly bulkhead line of Bronx River, where it is intersected by the prolongation of a line midway between Elder avenue and Genner avenue, and running thence northwardly along the said line midway between Elder avenue and Genner avenue to the intersection with the southeasterly property line of the New York, New Haven and Hartford Railroad; thence northeasterly along the said property line of the New York, New Haven and Hartford Railroad to the intersection with the prolongation of a line midway between St. Lawrence avenue and Beach avenue, as laid out between Mansion street and West Farms road; thence southwardly along the said line midway between St. Lawrence avenue and Beach avenue and the prolongation thereof to the intersection with the prolongation of a line midway between St. Lawrence avenue and Beach avenue, as laid out between Westchester avenue and Lacombe avenue; thence southwardly along the said line midway between St. Lawrence avenue and Beach avenue to a point distant 100 feet southerly from the southerly line of Lacombe avenue; thence westwardly, parallel with Lacombe avenue and always distant 100 feet therefrom, to the northeasterly bulkhead line of the Bronx River; thence northwardly along the said bulkhead line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on February 28, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Kingsbridge avenue, from West Two Hundred and Thirtieth street to Broadway, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the line bisecting the angle formed by the prolongations of the centre lines of West Two Hundred and Thirty-fourth street and of West Two Hundred and Thirty-sixth street as laid out between Kingsbridge avenue and Putnam avenue, distant 100 feet easterly from the easterly line of Broadway, the said distance being measured at right angles to the line of Broadway, and running thence westwardly along the said bisecting line to the intersection with the prolongations of the easterly line of Kingsbridge avenue and the westerly line of Broadway as the said streets are laid out south of West Two Hundred and Thirty-fourth street; thence southwardly along the said line bisecting the angle formed between Kingsbridge avenue and Broadway to the intersection with a line distant 100 feet southwardly from and parallel with the southerly line of West Two Hundred and Thirtieth street, the said distance being measured at right angles to the line of West Two Hundred and Thirtieth street; thence northwardly, northeasterly and northwesterly and always parallel with and distant 100 feet southwardly, northwesterly and southwesterly from the southerly line of West Two Hundred and Thirtieth street to the intersection with the prolongation of a line midway between Corlear avenue and Tibbett avenue; thence northwardly and along the said line always midway between Corlear avenue and Tibbett avenue, and along the prolongation of the said line to the intersection with a line passing through the angle point on the easterly side of Corlear avenue, located between West Two Hundred and Thirtieth street and West Two Hundred and Fortieth street, having a direction at right angles to the line of Broadway as laid out north of West Two Hundred and Thirtieth street; thence eastwardly along the said course at right angles to Broadway to a point distant 100 feet easterly from the easterly line of Broadway; thence southwardly and always parallel with the easterly line of Broadway and distant 100 feet therefrom to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on February 28, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Lacombe avenue, from the bulkhead line of the Bronx River to the bulkhead line of Westchester Creek; Randall avenue, from the bulkhead line of the Bronx River to the bulkhead line of Westchester Creek; and Commonwealth avenue, from Patterson avenue to Lacombe avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the northeasterly bulkhead line of Bronx River distant 600 feet northwesterly from the intersection of the northwesterly line of Randall avenue with the said bulkhead line, and running thence northeasterly at right angles to the said bulkhead line to the intersection with a line midway between Genner avenue and Ward avenue; thence northwardly along the said line midway between Genner avenue and Ward avenue to a point distant 100 feet northerly from the northerly line of Seward avenue; thence eastwardly and parallel with Seward avenue to the intersection with a line midway between Harrod avenue and Metcalf avenue; thence southwardly along the said line midway between Harrod avenue and Metcalf avenue to the intersection with a line midway between Seward avenue and Randall avenue; thence eastwardly along the said line midway between Seward avenue and Randall avenue to the intersection with a line midway between Allaire avenue and Farrington avenue; thence northwardly along the said line midway between Allaire avenue and Farrington avenue a distance of 530 feet; thence eastwardly and parallel with Randall avenue to the intersection with the high water line of Westchester Creek; thence southwardly along the said high water line to the intersection with the prolongation of the northwesterly bulkhead line of Westchester Creek; thence southwardly along the said bulkhead line to a point distant 350 feet southwesterly from the intersection of the southerly line of Lacombe avenue with the said bulkhead line of Westchester Creek; thence northwardly and westwardly and always 350 feet distant from and parallel with the southwesterly and southerly lines of Lacombe avenue to the intersection with a line midway between St. Lawrence avenue and Commonwealth avenue; thence southwardly along the said line midway between St. Lawrence avenue and Commonwealth avenue to a point distant 100 feet southerly from the southerly line of Patterson avenue; thence westwardly and parallel with Patterson avenue to the intersection with a line midway between Commonwealth avenue and Rosedale avenue; thence northwardly along the said line midway between Commonwealth avenue and Rosedale avenue to the intersection with a line midway between Lacombe avenue and Patterson avenue; thence westwardly along the said line midway between Lacombe avenue and Patterson avenue and the prolongation thereof to the intersection with a line distant 300 feet southerly from and parallel with the southerly line of Lacombe avenue as laid out between Bronx River avenue and the bulkhead line of Bronx River, the said distance being measured at right angles to the line of Lacombe avenue; thence westwardly along the said line parallel with Lacombe avenue and distant 300 feet therefrom, to the intersection with the easterly bulkhead line of Bronx River; thence northwardly and northwesterly along the said bulkhead line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 27th day of March, 1908.

institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the northeasterly bulkhead line of Bronx River distant 600 feet northwesterly from the intersection of the northwesterly line of Randall avenue with the said bulkhead line, and running thence northeasterly at right angles to the said bulkhead line to the intersection with a line midway between Genner avenue and Ward avenue; thence northwardly along the said line midway between Genner avenue and Ward avenue to a point distant 100 feet northerly from the northerly line of Seward avenue; thence eastwardly and parallel with Seward avenue to the intersection with a line midway between Harrod avenue and Metcalf avenue; thence southwardly along the said line midway between Harrod avenue and Metcalf avenue to the intersection with a line midway between Seward avenue and Randall avenue; thence eastwardly along the said line midway between Seward avenue and Randall avenue to the intersection with a line midway between Allaire avenue and Farrington avenue; thence northwardly along the said line midway between Allaire avenue and Farrington avenue a distance of 530 feet; thence eastwardly and parallel with Randall avenue to the intersection with the high water line of Westchester Creek; thence southwardly along the said high water line to the intersection with the prolongation of the northwesterly bulkhead line of Westchester Creek; thence southwardly along the said bulkhead line to a point distant 350 feet southwesterly from the intersection of the southerly line of Lacombe avenue with the said bulkhead line of Westchester Creek; thence northwardly and westwardly and always 350 feet distant from and parallel with the southwesterly and southerly lines of Lacombe avenue to the intersection with a line midway between St. Lawrence avenue and Commonwealth avenue; thence southwardly along the said line midway between St. Lawrence avenue and Commonwealth avenue to a point distant 100 feet southerly from the southerly line of Patterson avenue; thence westwardly and parallel with Patterson avenue to the intersection with a line midway between Commonwealth avenue and Rosedale avenue; thence northwardly along the said line midway between Commonwealth avenue and Rosedale avenue to the intersection with a line midway between Lacombe avenue and Patterson avenue; thence westwardly along the said line midway between Lacombe avenue and Patterson avenue and the prolongation thereof to the intersection with a line distant 300 feet southerly from and parallel with the southerly line of Lacombe avenue as laid out between Bronx River avenue and the bulkhead line of Bronx River, the said distance being measured at right angles to the line of Lacombe avenue; thence westwardly along the said line parallel with Lacombe avenue and distant 300 feet therefrom, to the intersection with the easterly bulkhead line of Bronx River; thence northwardly and northwesterly along the said bulkhead line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on February 28, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Cornell avenue, from White Plains road to the bulkhead line of the Bronx River; Bronx River avenue, from Cornell avenue to Gildersleeve avenue, and Leland avenue, from Bronx River avenue to Patterson avenue, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding;

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the easterly bulkhead line of Bronx River distant 100 feet southerly from the southerly line of Cornell avenue, the said distance being measured at right angles to the line of Cornell avenue, and running thence northwardly along the said bulkhead line to a point distant 100 feet northerly from the northerly line of Gildersleeve avenue, the said distance being measured at right angles to the line of Gildersleeve avenue; thence eastwardly parallel with Gildersleeve avenue to the intersection with the prolongation of a line midway between Theriot avenue and Leland avenue; thence northwardly along the said line midway between Theriot avenue and Leland avenue, and the prolongation thereof, to a point distant 100 feet northerly from the northerly line of Patterson avenue; thence eastwardly along a line parallel with Patterson avenue to the intersection with a line midway between Leland avenue and Underhill avenue; thence southwardly along the said line midway between Leland avenue and Underhill avenue to a point distant 100 feet northerly from the northerly line of Gildersleeve avenue; thence eastwardly parallel with Gildersleeve avenue to the intersection with a line midway between Underhill avenue and Bolton avenue; thence southwardly along the said line midway between Underhill avenue and Bolton avenue to the intersection with a line midway between Gildersleeve avenue and Cornell avenue; thence eastwardly along the said line midway between Gildersleeve avenue and Cornell avenue to the intersection with a line midway between White Plains road and Newman avenue; thence southwardly along the said line midway between White Plains road and Newman avenue to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the northerly line of Bronx River avenue and the southerly line of Cornell avenue, as laid out between Bolton avenue and White Plains road; thence westwardly along the said bisecting line to the intersection with a line distant 100 feet south-

erly from the southerly line of Cornell avenue, the said distance being measured at right angles to the line of Cornell avenue; thence westwardly and parallel with Cornell avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 27th day of March, 1908, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 27th day of March, 1908.

Dated March 14, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth. m14,25

DEPARTMENT OF TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, January 10, 1908.

NOTICE IS HEREBY GIVEN, AS REQUIRED by the Greater New York Charter, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond," comprising The City of New York, will be open for public inspection, examination and correction on the second Monday of January, and will remain open up to and including the 31st day of March, 1908.

During the time that the books are open for public inspection, application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the main office of the Department of Taxes and Assessments, Hall of Records, No. 31 Chambers street.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, Staten Island.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department of the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY,
President;
FRANK RAYMOND,
JAMES H. TULLY,
NICHOLAS MULLER,
CHAS. PUTZEL,
THOS. L. HAMILTON,
HUGH HASTINGS,
Commissioners of Taxes and Assessments.
j2,m31

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."
Evening—"The Globe," "The Evening Mail."
Weekly—"Democracy," "Tammany Times."
German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906; November 20, 1906; February 20, 1907; March 5, 1908.

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

TUESDAY, MARCH 24, 1908.
Borough of Brooklyn.

No. 1. CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Borough of Manhattan.

No. 2. CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Borough of The Bronx.

No. 3. CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per hundred pounds or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each of the above contracts.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

FOSTER CROWELL,
Commissioner of Street Cleaning.

Dated March 9, 1908.

m11,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

PUBLIC NOTICE.

SALE OF UNUSED PROPERTY, BOROUGH OF MANHATTAN AND THE BRONX.

NOTICE IS HEREBY GIVEN THAT, PURSUANT to section 541 of the Charter, I will, on

WEDNESDAY, MARCH 18, 1908,

at 10 o'clock a. m., at Stable A of the Department of Street Cleaning, Seventeenth street and Avenue A, Borough of Manhattan, sell at public auction the following unused property of the Department of Street Cleaning:

- 40 horses, more or less.
- 1 lot old harness, consisting of 3 sets double truck harness, 4 sets single truck harness and 1 set light horse harness, all more or less.
- 1 lot old harness, consisting of 6 sets light driving harness, 13 light driving saddles and 3 light Dutch collars, all more or less.
- 1 lot old harness, consisting of 226 cart bridles, 181 cart saddles, 243 cart breechings and 241 cart hames, all more or less.
- 553 old horse collars, more or less.
- 1 lot, consisting of 359 canvas cart covers, 337 canvas quarter blankets and 372 canvas feed bags, all more or less.
- 1 lot, consisting of 89 second-hand burlap bags, 1,384 ticking saddle pads, 13 rubber horse covers and 7 rubber storm aprons, all more or less.
- 2 old hansom wheels, more or less.
- 1 old horse clipping machine, more or less.
- 10 old bicycles, more or less.
- 1 old buggy, more or less.
- 1 lot, consisting of 165 old bicycle tires, 24 old auto shoes and 24 old auto inner tubes, all more or less.
- 300 pounds, more or less, horse hair (manes and tails only).
- 10 empty barrels (oil, turpentine, etc.), more or less.
- 4 old gas radiators, more or less.
- 2 old walnut roll top desks, more or less.
- 1 lot, consisting of old wire stall guards, doors and window screens.
- 30,000 pounds, more or less, old tire, scrap and malleable iron, including 50, more or less, old steel cart bodies.
- 1 old bath tub.

TERMS OF SALE.

The horses are to be paid for in full at the time of the sale and are to be removed before 3 p. m. of the day of the sale. On all the rest of the property a deposit of 75 per cent. of the purchase price will be required on the day of sale. All the articles sold, except horses, are to be removed within ten days, or, in default thereof, the said deposits shall be forfeited to The City of New York as liquidated damages.

FOSTER CROWELL,
Commissioner of Street Cleaning.

m5,18

ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

FOSTER CROWELL,
Commissioner of Street Cleaning.

DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

WEDNESDAY, MARCH 18, 1908.

FOR FURNISHING AND DELIVERING LUMBER.

The time for the performance of the contract is during the year 1908.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The bidder will state the price, per foot, or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD,
Commissioner.

The City of New York, March 6, 1908.

m7,18

See General Instructions to Bidders on the last page, last column, of the "City Record."

SUPREME COURT—FIRST DEPARTMENT.

FIRST JUDICIAL DISTRICT.

NOTICE IS HEREBY GIVEN THAT IT IS the intention of the Corporation Counsel of The City of New York, pursuant to the provisions of chapter 4 of the Laws of 1897 and the several statutes amendatory thereof and supplemental thereto, to make application to the Supreme Court of the State of New York, at a Special Term, Part III, thereof, to be held in and for the County of New York, at the County Court House, in the Borough of Manhattan, City of New York, on the 24th day of March, 1908, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of three disinterested freeholders, residents of The City of New York, as Commissioners of Appraisal to ascertain and appraise the compensation to be made to the owners and all persons interested in the real property, rights, franchises, easements or privileges sought

to be taken or acquired by The City of New York, or which may be affected or damaged by this proceeding. The City of New York by this proceeding seeks to acquire an estate in fee simple in certain real property hereinafter described and a permanent and perpetual underground right, easement and right of way, and also a temporary right or easement in certain other real property hereinafter described, for the construction, maintenance and operation in perpetuity of a rapid transit railroad, in accordance with the routes adopted by the Board of Rapid Transit Railroad Commissioners by resolution on the 25th day of May, 1905, and approved by the Board of Estimate and Apportionment of The City of New York on the 14th day of July, 1905, and approved by the Mayor of The City of New York on the 28th day of July, 1905, and consented to by an order of the Appellate Division of the Supreme Court, First Judicial Department, made and entered on or about the 12th day of March, 1907, which railroad is further described in the contract for the construction thereof made by The City of New York, acting for the said Board of Rapid Transit Railroad Commissioners, and the Degnon Contracting Company, dated May 9, 1907, the subway or subways for said railroad to be constructed substantially as shown in said contract and upon the maps or plans adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907.

The premises, in which an estate in fee simple is to be acquired in this proceeding, are briefly described as certain lots or parcels of land designated upon the said maps adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907, as Lots Nos. 3, 4, 5, 7, 8 and 9 in Block 198, which lots taken together form a parcel of land situated at the southeast corner of Centre and Walker streets, with a frontage on the easterly side of Centre street, extending about 127 feet 11 inches southerly from the southerly side of Walker street, and with a frontage on the southerly side of Walker street extending about 141 feet 2 inches easterly from the easterly side of Centre street, said Lot No. 3 being also designated upon said maps as No. 142 Centre street; said Lot No. 4 being also designated upon said maps as No. 144 Centre street; said Lot No. 5 being also designated upon said maps as No. 146 Centre street and Nos. 111, 113 and 115 Walker street; said Lot No. 7 being also designated upon said maps as No. 117 Walker street; said Lot No. 8 being also designated upon said maps as No. 119 Walker street, and said Lot No. 9 being also designated upon said maps as No. 121 Walker street, all in the Borough of Manhattan, in The City of New York.

The premises to be subject to such permanent and perpetual underground right, easement and right of way, and also to such temporary right or easement, are briefly described as a portion of certain lots or parcels of land designated upon the said maps adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907, as Lots Nos. 10 and 11 in Block 198, also designated as Nos. 123 and 125 Walker street, which lots, taken together, form a parcel of land situated at the southwesterly corner of Baxter and Walker streets, with a frontage on the southerly side of Walker street, extending about 50 feet westerly from the westerly side of Baxter street, and with a frontage on the westerly side of Baxter street, extending about 100 feet southerly from the southerly side of Walker street, in the Borough of Manhattan, in The City of New York.

A fuller statement setting forth the location and boundaries of the several lots or parcels of land and rights, franchises, easements or privileges sought to be taken or affected, and a brief statement as to each of said lots or parcels of the title, interest, rights, easements, terms or privileges therein or appurtenant thereto, sought to be acquired by The City of New York, is annexed to each of three similar maps adopted by the Public Service Commission for the First District of the State of New York on the 17th day of December, 1907, which said maps were filed, one in the office of the President of the Borough of Manhattan, City of New York, on the 18th day of December, 1907, and one in the office of the Public Service Commission for the First District of the State of New York, at No. 154 Nassau street, Borough of Manhattan, City of New York, on the 17th day of December, 1907, and one in the office of the Register of the County of New York on the 26th day of December, 1907.

Dated New York, February 10, 1908.
FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, New York City.

f11,14,18,21,25,28,m3,6,10,13,17,20,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to all such real estate and to any right, title and interest therein not owned by The City of New York, as shall be embraced within the lines of RIVERSIDE DRIVE AND PARKWAY (although not yet named by proper authority), from One Hundred and Thirty-fifth street to the Boulevard Lafayette, in the Twelfth Ward, Borough of Manhattan, in The City of New York, as laid out and established by the Board of Street Opening and Improvement, in pursuance of chapter 665 of the Laws of 1897.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 27th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, March 14, 1908.

JOHN P. O'BRIEN,
FRANK R. HOUGHTON,
JOHN J. RYAN,
Commissioners.

JOHN P. DUNN,
Clerk.

m16,26

FIRST JUDICIAL DISTRICT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the WESTERLY SIDE OF HAMILTON PLACE, between One Hundred and Fortieth and One Hundred and Forty-first streets, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York bearing date the 10th day of March, 1908, and filed and entered in the office of the Clerk of the County of New York on the 12th day of March, 1908, William H. F. Wood was appointed a Commissioner of Estimate and Appraisal in the above entitled proceeding in the place and stead of Thomas P. Dinnean, resigned.

Notice is further given pursuant to the statutes in such case made and provided that the said William H. F. Wood will attend at a Special Term of the Supreme Court to be held in Part II, thereof in the County Court House in the Borough of Manhattan, City of New York, on the 26th day of March, 1908, at 11 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to his qualifications to act as a Commissioner of Estimate and Appraisal in said proceeding.

Dated New York, March 13, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, New York City.

m14,25

FIRST JUDICIAL DISTRICT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of the wharfage rights, terms, easements, emoluments and privileges appurtenant to the dock or wharf property known as GOUVENEUR SLIP PIER WEST, formerly known as Pier (old) No. 51, East River, in the Borough of Manhattan, City of New York, not now owned by The City of New York, and all right, title and interest in and to said pier, or any portion thereof, not now owned by The City of New York, for the improvement of the waterfront of The City of New York, on the East River, pursuant to the plan heretofore adopted by the Board of Docks, and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York bearing date the 10th day of March, 1908, and filed and entered in the office of the Clerk of the County of New York on the 12th day of March, 1908, George H. Engel was appointed a Commissioner of Estimate and Assessment in the above entitled proceeding in the place and stead of Thomas P. Dinnean, resigned.

Notice is further given pursuant to the statutes in such case made and provided that the said George H. Engel will attend at a Special Term of the Supreme Court to be held in Part II, thereof in the County Court House in the Borough of Manhattan, City of New York, on the 26th day of March, 1908, at 11 o'clock in the forenoon of that day for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to his qualifications to act as a Commissioner of Estimate and Assessment in said proceeding.

Dated New York, March 13, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, New York City.

m14,25

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of MAIN STREET (City Island) (although not yet named by proper authority), from the land to be acquired for the east approach of City Island Bridge to Long Island Sound, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, up to and including the 11th day of March, 1908, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 27th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 900 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, March 14, 1908.

JOHN P. ELDER,
PIERRE G. CARROLL,
THOMAS MARTIN,
Commissioners.

JOHN P. DUNN,
Clerk.

m14,25

FIRST JUDICIAL DISTRICT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of the wharfage rights, terms, easements, emoluments and privileges appurtenant to PIERS (OLD) NO. 32, OR JAMES SLIP PIER, AND (OLD) NO. 33, OR OLIVER STREET PIER, East River, in the Borough of Manhattan, City of New York, not now owned by The City of New York, and all right, title and interest in and to said piers, or any portion thereof, not now owned by The City of New York, and all wharfage rights, terms, easements, emoluments and privileges appurtenant to all that certain bulkhead, dock or wharf property on the southerly side of South street, in said Borough and City, between the easterly side of Pier (old) No. 32, or James Slip Pier, and the westerly side of Pier (old) No. 33, or Oliver Street Pier, not now owned by The City of New York, for the improvement of the waterfront of The City of New York, on the East River, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York bearing date the 10th day of March, 1908, and filed and entered in the office of the Clerk of the County of New York on the 12th day of March, 1908, Alexander Keogh was appointed a Commissioner of Estimate in

the above-entitled proceeding in the place and stead of Fernal C. Dininny, resigned.

Notice is further given pursuant to the statutes in such case made and provided, that the said Alexander Keogh will attend at a Special Term of the Supreme Court, to be held in Part II, thereof, in the County Court House, in the Borough of Manhattan, City of New York, on the 26th day of March, 1908, at 11 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to his qualifications to act as a Commissioner of Estimate in said proceeding.

Dated New York, March 13, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, New York City.

m14,25

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET (although not yet named by proper authority), from Amsterdam avenue to St. Nicholas avenue (as laid out on the map by resolution adopted March 31, 1905), and from Broadway to Riverside drive, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 4th day of April, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 6th day of April, 1908, at 2 o'clock p. m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 14th day of April, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of Amsterdam avenue with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Seventy-sixth street; running thence westerly along said prolongation and line parallel to West One Hundred and Seventy-sixth street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Buena Vista avenue; thence southerly along said line parallel to Buena Vista avenue to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Seventy-fifth street; thence westerly along said line parallel to West One Hundred and Seventy-fifth street and its westerly prolongation to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Riverside drive; thence northerly along said line parallel to Riverside drive to its intersection with the westerly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Seventy-eighth street; thence easterly along said westerly prolongation and line parallel to West One Hundred and Seventy-eighth street and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Amsterdam avenue; thence southerly along said line parallel to Amsterdam avenue to the point or place of beginning; as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Manhattan, in The City of New York, on the 7th day of May, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 11, 1908.

JOHN J. QUINLAN,
WILLIAM P. SCHMITT,
Commissioners.

JOHN P. DUNN,
Clerk.

m14,21

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly side of ONE HUNDRED AND FIFTH STREET, between Lexington and Park avenues, in the Borough of Manhattan, in The City of New York, duly selected as a site for school purposes.

NOTICE IS HEREBY GIVEN THAT THE report of Edward L. Patterson, Francis O'Neil and Ferdinand Levy, Commissioners of Estimate and Appraisal, duly appointed in the above-entitled proceeding, which report bears date the 12th day of November, 1907, was filed in the office of the Board of Education of The City of New York on the 11th day of March, 1908, and a duplicate of said report was filed in the office of the Clerk of the County of New York on the same day.

Notice is further given that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the First Judicial District, at Special Term, Part III, thereof, to be held at the County Court House

in the Borough of Manhattan, in The City of New York, on the 13th day of April, 1908, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, March 11, 1908.
FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.

m12,23

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-FIRST STREET (although not yet named by proper authority), from Broadway to Riverside drive, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of assessment for benefit, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 30th day of March, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 31st day of March, 1908, at 1 o'clock p. m.

Second—That the abstract of our said estimate of assessment for benefit, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 9th day of April, 1908.

Third—That, pursuant to the notice heretofore given, when we filed our estimate of damage, the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; running thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to its intersection with the middle line of the block between Riverside drive and the property of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to the easterly line of the New York Central and Hudson River Railroad Company; thence northerly along said property line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line to its intersection with the middle line of the block between Riverside drive and the property of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue; thence southerly along said parallel line to the point or place of beginning.

Fourth—That, provided there be no objections filed to said abstract, our final partial and separate report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 28th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to said abstract of estimate of assessment for benefit, the notice of motion to confirm our final partial and separate report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, February 24, 1908.

E. A. KENNEDY,
Chairman;
JAMES T. MEEHAN,
M. W. RAYENS,
Commissioners.

JOHN P. DUNN,
Clerk.

m9,26

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose, in fee, to the lands, tenements and hereditaments required for the opening and extending of EDGEWATER ROAD (although not yet named by proper authority), from Garrison avenue (or Mohawk avenue) to Seneca avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses up to and including February 27, 1908, incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of

the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 20th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 7, 1908.

WM. H. KEATING,
MICHAEL J. EGAN,
JAS. F. DELANEY,
Commissioners.

JOHN P. DUNN,
Clerk.

m7,18

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of GARRISON AVENUE (although not yet named by proper authority), from Longwood avenue to Hunts Point road, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I, to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 19th day of March, 1908, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, March 6, 1908.

JAMES HAY,
ALBERT ELTERICH,
Commissioners.

JOHN P. DUNN,
Clerk.

m6,17

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of the strip of land on the east side of BOULEVARD LAFAYETTE, at or near Durando's lane, as laid out for use as a public park, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate for damage and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 23d day of March, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 24th day of March, 1908, at 2 o'clock p. m.

Second—That the abstract of our said estimate for damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 28th day of March, 1908.

Third—That, provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III, to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 14th day of May, 1908, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate for damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, February 24, 1908.

DANIEL P. HAY,
Chairman;
ALEXANDER SCHLESINGER,
Commissioners.

JOHN P. DUNN,
Clerk.

f28,m17

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to a PLAZA AT THE MANHATTAN BRIDGE TERMINAL, as the same was authorized by a resolution of the Board of Estimate and Apportionment, adopted on the 23d day of November, 1906, and amended by resolution dated the 21st day of December, 1906, in the Fourth Ward, in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT ED-mund D. Hennessy, Edward Riegelman and Joseph B. Markey were appointed by an order of the Supreme Court, made and entered the 10th day of March, 1908, Commissioners of

Estimate and Appraisal in the above-entitled proceeding.

Notice is also given that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House, in the Borough of Brooklyn, The City of New York, on the 30th day of March, 1908, on the opening of the Court on that day, or as soon thereafter as counsel can be heard, and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter 17 of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, March 17, 1908.

FRANCIS K. PENDLETON,
Corporation Counsel.

m17,27

SECOND JUDICIAL DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated at the northeasterly corner of ANTHONY STREET AND VANDERVOORT AVENUE, in the Eighteenth Ward of the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above entitled matter, appointed pursuant to the provisions of the statute relating thereto, hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties and persons interested in the lands or premises affected by this proceeding or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education of The City of New York, at Park avenue and Fifty-ninth street, Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate and who may object to the same or any part thereof, may, within ten days after the first publication of this notice, March 16, 1908, file their objections to such estimate, in writing, with us, at our office, Room 92, Franklin Trust Company Building, No. 166 Montague street, in the Borough of Brooklyn, in said City, as provided by statute, and that we, the said Commissioners, will hear parties so objecting, at our office, on the 31st day of March, 1908, at 2 o'clock in the afternoon and upon such subsequent days as may be found necessary.

Dated Borough of Brooklyn, City of New York, March 16, 1908.

GEORGE J. S. DOWLING,
JOHN C. FAWCETT,
JOHN J. BRENNAN,
Commissioners.

GEORGE T. RIGGS,
Clerk.

m16,26

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending BEDFORD AVENUE, from Pacific street to Dean street, in the Twenty-fourth Ward, in the Borough of Brooklyn, in The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 27th day of March, 1908, at 10.30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17, of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, March 13, 1908.

FRANK OBERNIER,
GEORGE HILKEMEIER,
A. I. NOVA,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

m13,24

KINGS COUNTY.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the EASTERLY SIDE OF SIXTH AVENUE, from Seventy-first to Seventy-second street, in the Borough of Brooklyn, in The City of New York, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate in the above-entitled matter, appointed pursuant to the provisions of the statute relating thereto, hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties and persons interested in the lands or premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education of The City of New York, at Park avenue and Fifty-ninth street, Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, and who may object to the same or any part thereof, may, within ten days after the first publication of this notice, March 12, 1908, file their objections to such estimate, in writing, with us, at our office, Room 92, Franklin Trust Company Building, No. 166 Montague street, in the Borough of Brooklyn, in said City, as provided by statute, and that we, the said Commissioners, will hear parties so objecting, at our office, on the 25th day of March, 1908, at 2 o'clock in the

afternoon, and upon such subsequent days as may be found necessary.

Dated Borough of Brooklyn, City of New York, March 12, 1908.

HERBERT S. WORTHLEY,
EDWARD J. REILLY,
Commissioners.

GEORGE T. RIGGS,
Clerk.

m12,23

SUPREME COURT—NINTH JUDICIAL DISTRICT.

NINTH JUDICIAL DISTRICT, PUTNAM COUNTY.

Catskill Aqueduct, Section No. 2, Town of Philipstown.

Fourth Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles A. Shaw and Charles N. Chadwick, constituting the Board of Water Supply of The City of New York, under chapter 724 of the Laws of 1905 and the acts amendatory thereof, in the Town of Philipstown, Putnam County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN that the fourth separate report of John J. Delany, William Wood and George F. Secor, who were appointed Commissioners of Appraisal in the above entitled matter by an order of this Court made at a Special Term thereof, at White Plains, in the County of Westchester, New York, on the 19th day of January, 1907, was filed in the office of the County Clerk of Putnam County, New York, on the 19th day of February, 1908. Said report bears date the 18th day of February, 1908, and affects Parcels Nos. 53, 54, 55, 56, 58A, 59, 64, 65, 66, 66A, 68, 69, 72, 73, 88, 89 and 90 shown on the map in this proceeding, and also the Dale claim for damages to contiguous property.

Notice is further given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House in White Plains, Westchester County, New York, on the 4th day of April, 1908, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report and for such other and further relief as may be just.

Dated New York, March 9, 1908.
FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Corner of Chambers and Centre streets, New York City.

m14,24

PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.